THE EVENING TELEGRAPH.

PRICE TWO CENTS.] PHILADELPHIA, WEDNESDAY, JULY 13, 1864. [PRICE TWO CENTS.

THIRD EDITION.

BALTIMORE THIS MORNING.

NO REBELS IN BALTIMORE OR CARROLL COUNTIES.

Rebels Massing Their Forces Near Washington.

Special to The Evening Telegraph.

BALTIMORE, July 13.—Everything is quiet here this morning. There are no signs of armed Rebels anywhere in Baltimore or Carroll counties. They are all gone towards Washington to join their main army.

Frederick City is again occupied by the Union forces, after paying a tribute of two hundred thousand dollars and being robbed of nearly everything. The Rebel forces went from there towards Washington.

Various rumors from Washington are in circulation here to-day, but nothing on which we can rely. Some fighting is reported, though the city is considered perfectly safe and amply supplied with troops. The rumors circulating here of Rebels capturing Alexandria and various fortifications around Washington are untrue.

The calling out of the Baltimore militia at 5 o'clock this afternoon causes great excitement among Secessionists, who will be obliged to turn out. Some of them very bitterly swear vengeance, but when brought to the point they cease their [illegible] imprecations.

Heavy cannonading was heard yesterday afternoon in the vicinity of Washington.

The State Constitutional Convention left Annapolis yesterday for Baltimore. All the State archives were sent off. Annapolitans were hourly expecting an attack from the Rebels. Many citizens left that city, and the Government stores were sent off to more secure localities.

If Philadelphians or any other portion of the whole North wish to send troops here, let them do it instanter. Acting—not talking and promising—is the word. Town meetings hundreds of miles away do us no good. Now or never!

Latest Rumors about the Situation—Escape of General Tyler and Reported Escape of General Franklin.

BALTIMORE, July 13, 12 noon.—Nothing has been received from Washington since the arrival of the early train yesterday. You may safely set down all these exciting reports as sensational, or at most as mere rumors.

The reports of the capture of Annapolis Junction are pronounced at headquarters as unfounded.

I have just seen General E. B. Tyler, which settles the question as to his escape.

I have just received a report, believed to be well founded, that General Franklin managed to make his escape from his captors on Monday night, and that they spent nearly all yesterday in hunting for him without success.

The Rebels left four hundred and twenty of their wounded in Frederick City, in our hospitals there.

LATER FROM BALTIMORE.

CAVALRY FIGHT YESTERDAY

Special to The Evening Telegraph.

BALTIMORE, July 13, Noon.—Information received this morning, places General Crook at Westminster, Maryland, moving South, and Averill at Frederick.

A fight occurred on the railroad yesterday, near Westminster, in which the Rebels were driven off with some loss.

A division has moved from the Relay House to Annapolis Junction, for the relief of Washington.

A messenger who got through from Washington last night, says our troops, with the veterans from New Orleans, can hold the city. He thinks the Rebels will not attempt to take it, but having destroyed the railroad will endeavor to retreat south by way of Edwards' Ferry.

We are looking for General Couch and his troops.

BALTIMORE, July 13.—The *American* has a bulletin contradicting the capture of Annapolis, and thinks our gunboats and troops there can hold the place. The excitement here increases hourly. Immense throngs continue at the headquarters of Generals Wallace and Ord. There is a general determination to make Secessionists toe the mark, or take the consequences. Our city is filled with refugees from all points of the compass. Business is nearly suspended. All sorts of stragglers and suspicious persons are being arrested.

FROM HARRISBURG.

HARRISBURG, July 13.—Governor Curtin, accompanied by the Attorney General of the State, left this morning for Philadelphia on a special train. The object of this visit is to confer with Generals Couch and Cadwalader, for the purpose of increasing the facilities for organizing and bringing forward the troops now being mustered in at Philadelphia.

In answer to an inquiry addressed by Governor Curtin to Provost Marshal Fry, on the subject of recruiting in rebellious States, the following has just been received:—

Orders to carry out the law in relation to recruiting in Rebellious States are now in press, and will be brought to completion as soon as possible.

FROM FORTRESS MONROE.

FORTRESS MONROE, July 11.—No intelligence has been received from the fleet of gunboats that left yesterday in search of the pirate that destroyed the barque *Greenland* and other vessels in this vicinity.

General Smith arrived to-day from City Point on his way to New York.

Died in Hampton Hospital, July 9, Daniel McCourt, 55th Pennsylvania. John K. Nichols, 55th Pennsylvania, who received eight balls wounds on the 16th of June, in front of Petersburg, died to-day in Hampton Hospital.

The steam tug *Mary* left Cherrystone yesterday noon, for this place, and has not yet been heard from. It is believed that she has been captured or sunk.

Arrival of General Smith at New York.

NEW YORK, July 13.—The steam transport *John Rice* has arrived from Fortress Monroe. She has on board General "Baldy" Smith and his staff. The transport *Atlantic* from Hampton Roads, with 700 sick and wounded men, has also arrived here.

Burning of a Railroad Depot.

PROVIDENCE, R. I., July 13.—The depot of the Norfolk County Railroad, at Waterford Junction of the Providence and Worcester Railroad was burned early this morning, with six cars and much freight, including $50,000 worth of wool.

Markets by Telegraph.

NEW YORK, July 13.—Flour has declined 25@50 cents; [illegible] Lard dull at 20½@21 cents. Whisky dull at $1.77@1.78.

Stocks are better. Chicago and Rock Island 116½; Cumberland pref'd, 56; Illinois Central, 127; Michigan Southern, 112½; New York Central, 134¾; Erie, 119¾; Cleveland and Toledo, 130¾; [illegible] Certificates, 80; Treasury Seven-Thirties, 108¼; Registered, 104½; Coupon 6s, 103¼; Registered do, 103½; Gold, 270.

THE INVASION!

FROM WASHINGTON.

THE FIGHTING NORTH OF THE CITY ON MONDAY.

Skirmish on Seventh Street Road.

GALLANTRY OF OUR CAVALRY.

Desperate Resistance of Our Troops.

BRAVERY OF VETERANS OF THE SIXTH CORPS.

The President and Secretary Stanton on the Ground Cheering the Troops.

SKY LIGHTED WITH BURNING FARM-HOUSES.

NAMES OF KILLED AND WOUNDED.

Etc., Etc., Etc., Etc., Etc.

From Washington Chronicle of yesterday morning.

Visiting Tennallytown yesterday to ascertain the truth of the various rumors respecting the Rebel advance, we found that our cavalry, under command of Major Fry, have been stubbornly contesting their advance, retreating only when attacked by superior numbers.

Sunday afternoon they fought from 3 o'clock to 9 P. M., and were driven back but five miles. Yesterday, at the time of our visit, the Rebels were kept at bay two or three miles out of Tennallytown.

At Tennallytown, as might be expected, there was some excitement, and every now and then a wounded soldier was brought in. Several, whose names we are unable to learn, were said to have been severely injured the day previous, and left at Rockville.

At the hotel at Tennallytown we found the following wounded, viz.:—Captain F. M. Plum, Company E, 2d New York Cavalry; Lieutenant R. L. Fox, 22d New York Cavalry; Jacob Holmes, 5th New York Cavalry; John Gavindaw, Company E, 5th New York Cavalry; Graham Gentt, Company M, 6th Michigan Cavalry; Frederick S. Robinson, Company C, 1st Connecticut Cavalry; Peter Berry, Company M, 1st Connecticut Cavalry; and John Vandever, 5th New York Cavalry.

The large clouds of dust arising beyond the Rebel skirmish line gave strong evidence of the movement of considerable bodies of Rebel troops. The Rebel skirmishers had a battery of 3-inch rifles. A shell from one of them struck the house of Mr. Birch, one about two and a quarter miles on the turnpike, setting it on fire. His son, a boy of about twelve years, escaped from it by jumping upon his father's horse and riding across the fields, the road being blockaded by the fire of the Rebels. The force in our front was estimated at several thousand.

The President, accompanied by the Secretary of War, encouraged our troops by their presence, and were loudly cheered.

From Tennallytown we proceeded to Fort Stevens, formerly Fort Massachusetts, on the Seventh street road, about five miles from the city, and on the way passed large bodies of troops moving to meet the invaders, who maintained a strong skirmish line in our immediate front.

About two o'clock there was some very severe skirmishing, the Rebel sharpshooters, under cover of the houses in the vicinity, having advanced to within thirty or forty rods of the fort. The 25th Regiment New York Cavalry, commanded by Major McPherson, gallantly advanced as skirmishers, dismounted, and drove them from the houses, which were then committed to the flames, as they obstructed the range of the guns of the fort.

Among the houses destroyed were Messrs. Richard Butt's, Wm Bell's, J H McChesney's, Mr. Shoemaker's, and the house occupied by the family of the late William M. Morrison. We also learn that some others have been burned by the opposing parties.

Other regiments arrived, and, by severe skirmishing, our men during the afternoon forced the Rebel line back about half a mile. A number were wounded, but we could learn the names only of George Eecm, Company F, 25th New York Cavalry, and Orderly Sergeant Henry Neetus, Company E, 25th New York Cavalry. Others were said to lie upon the field, but could not be brought off in consequence of the close proximity of the Rebel sharpshooters. Our soldiers seemed perfectly confident of their ability to resist any attack that the Rebels might dare to make.

An eye-witness, who watched the skirmish operations in front of Fort Stevens, formerly Massachusetts, out on the Seventh street road, for several hours yesterday afternoon, furnishes us the following facts:—A number of houses in the vicinity of the fort were burned in order to prevent their being used as Rebel defenses. The house near by the fort was destroyed, but our informant ensconced himself in a shed, from which he had a clear view of what was going on. Our skirmishers were thrown out from the fort, and gradually compelled the enemy to fall back. Their skirmish line was very heavy, and kept up a brisk fire, especially from the undergrowth on the right of the road beyond the toll-gate and the house near by, which was fairly alive with Rebels.

Two of our men were brought in dead, and several wounded, and our fire evidently told severely on them, as he saw quite a number of them drop. The air was filled with the continuous popping of guns, and balls whistled in inconvenient proximity. Large bodies of Rebels were visible in the road in the vicinity of F. P. Blair's gateway, about two miles distant, and they were evidently in force, though he could discover no batteries.

There was one sharpshooter who was in the advance of our skirmishers, screened by the fence-corner and the slight rise of ground, who was particularly active and did effective execution: he belonged to the district, but our informant did not learn his name. Our men displayed great coolness and manifested the utmost confidence.

Towards six o'clock the veterans from the "Fighting 6th" began to deploy as skirmishers, and soon the Rebels commenced falling back; and before he left, which was no long after, they had been driven from their position, and forced back a mile and a half from the fort in the vicinity of Silver Spring, the residence of Mr. Blair. The Rebels could not stand their dashing, continuous fire. They knew them of old, and they gave way as they have often done before. A few shell were discharged at intervals from Stevens and the adjoining forts, but they were not returned.

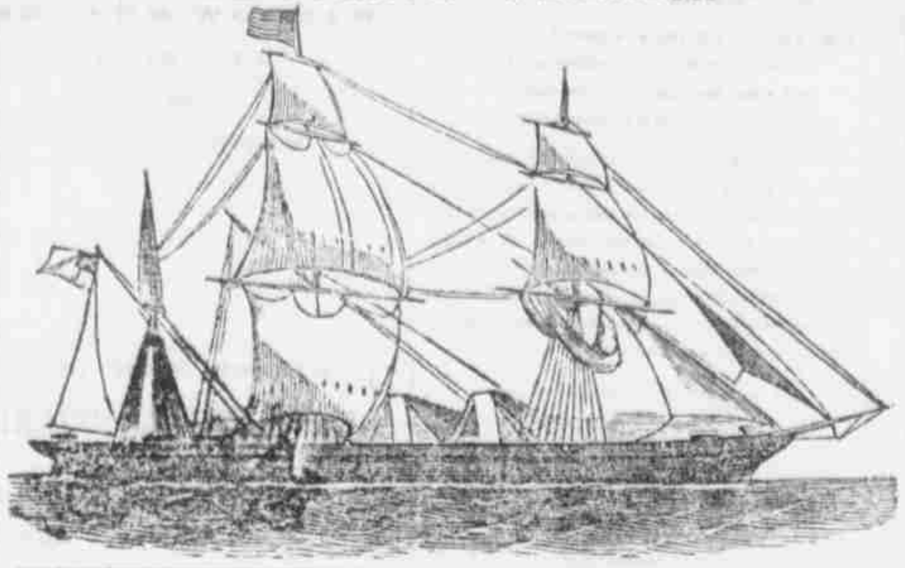
A Visit to the Front—Within Two Hundred and Fifty Yards of the Rebel Lines—The Trip There and Back.

At about 8 o'clock last night the present writer set out from Washington proper, with a *compagnon du voyage*, for the purpose of seeing and reporting all that was to be seen and heard a few miles out Seventh street, where the fighting between our forces and the Rebels was understood to be in progress. The atmosphere at that time had grown cool and balmy, after the heat and burden of the day, and within the city the usual, and by no means decreased, string of loiterers and promenaders was enjoying itself with all its accustomed serenity.

For the first two or three miles of the route the equipages which continually passed us were more suggestive of picnics and other parties of pleasure, than of excursions made for the purpose of gratifying a terrible and important curiosity. Approaching the first toll-gate, however, matters assumed a more involved and agitated appearance. Men were present there who had been driven in from their homes, and who had left all their valuables behind. Along the fences lighted candles were stuck, and in front of the [illegible] household groups were preparing a domestic barricade, packing up furniture and loading muskets.

Along the road wagon after wagon, filled with furniture and all household utensils, began to move, families trudging behind, or accommodating themselves as best they can amongst the baggage. Bonfires, from time to time, flash and glow along the roadsides, and fields filled with baggage-wagons suggest the deadly purpose in connection with which they are there. From time to time the dust blows in thin clouds, and after a while, having passed squads of soldiers and any number of solitary horsemen, you are suddenly brought to by a sentinel, who declares that by no manner of means can you be allowed at present to proceed further, be you who you may.

THE PIRATE "FLORIDA."



Having remained in this predicament for half an hour, you are permitted to proceed upon your errand, but not without first remarking the number of burning houses around. The station at which the sentinel is lodged is Post Tavern. Butt's place had been burned, and, like huge bonfires, other buildings are burning in its vicinity. Pickets are posted one mile and a quarter ahead. The shooting began between eight and nine yesterday morning, and being continued, our pickets had a rough time in getting in. As you proceed, fresh accumulations of cavalry beset the road. And yet the scene is so peaceful-looking, and serene withal, that it is almost impossible to comprehend it as one of conflagration and blood.

The moonlight just as silverly flecks the leafy form of the green forest, the summer air just as harmoniously modulates its voice as though the times were those of peace, and the past one of unmolested delight. The sentry passed, the moonlit road becomes every moment more animated. Bodies of cavalry and infantry are moving along it, lights flame in the distance, and at last it is not only the flash you see, but the whizzing of the ball you hear, and you are told, with the Rebels only two hundred and fifty yards in advance, that you cannot proceed further, and that you are very fortunate if you get back without a bullet through you.

All this happening in the dreamy haze of moonlight, it is a matter of sheer impossibility for the practical reader to realize that the audacious Rebels were last night in close proximity to him, and that by an hour's ride he might hear their bullets whistling about his ears. Those of our men who have been wounded have been kindly cared for. Indeed, the last man to whom we spoke near a moonlit bevy of Union soldiers had just killed and roasted a chicken or two with which to tempt the palate of some wounded brethren.

To-day will evoke something new in this phase of the Rebellion. But, whatever the future may develop, no greater strength and valor will be evinced than are waiting for their opportunity to-day.

From the Washington Star of Monday evening.

Assigned to Command.

Major General Q. A. Gillmore, who is now in Washington, has been assigned to the command of the portion of the 10th Army Corps now here.

The President in the Field.

The President rode to the front in the direction of Tennallytown at about 9 A. M. to-day, accompanied by Assistant Adjutant-General Hardie and a mounted escort. Yesterday he paid a similar visit of observation and inspection. His presence among our gallant troops will doubtless do much to animate and encourage them in the discharge of their duties.

The Probable Time for a Fight.

If the Rebel forces now in this vicinity design attacking Washington, we shall doubtless hear the thunder of guns about three o'clock to-morrow morning; the hour of the twenty-four always selected at this season of the year for an attempt upon fortifications by sudden assault, or to get in between fortifications by suddenly overpowering the defenders of works connecting fortifications.

From Petersburg.

We learn from Grant's army that the usual artillery firing is going on, with now and then a shell thrown in the city. Sheridan is on the warpath again.

FROM BALTIMORE.

Baltimore, Wilmington and Philadelphia Railroad Injured—Five Bridges Destroyed—A Train of Cars Captured—The Northern Central Railway Still in Possession of the Enemy—Various Telegraph Lines Cut—The Capture of Brigadier-General E. B. Tyler—Major-General Ord in Command of the Eighth Army Corps—Interview between Mayor Chapman and General Ord, &c., &c.

From the Baltimore Sun of yesterday.

Yesterday, the excitement attending the invasion of the State by the Rebels still continued, owing to the close proximity of a force of Rebel cavalry on the western, northwestern, and eastern roads running out of the city.

The invading force on Charles street avenue, the York road, etc., said to be under the command of Harry Gilmore, moved round by the Herring run course to the Baltimore, Philadelphia, and Wilmington Railroad, and struck that road at various points between 11 and 12 o'clock. They destroyed the long bridge over the Gunpowder, the bridge over Stemmer's run, the Mud creek bridge, the Bush river and the Back river bridges. What damage they did the track along the road could not be ascertained.

One of the line-repair men of the American Telegraph Company, who was on the train captured by the Rebels on the Baltimore, Wilmington, and Philadelphia Railroad yesterday, after being captured made good his escape, and arrived here about nine o'clock last night. He states that the Rebels numbered from 1000 to 1500 (which is thought to be too high a figure), and that they burned the bridge over the Gunpowder, and destroyed the train, except one car and an engine. These they used to go to the Bush river bridge, which they have since destroyed. They stated that they were going to Havre-de-Grace, and would destroy all the road from that point to Stemmer's run. They fired on the train, but no one was known to be injured. The passengers were left on the peninsula between the Gunpowder and the Bush rivers.

We learned from the railroad authorities last night that the large boat at Havre-de-Grace has been secured by being moved down the Susquehanna river.

The various telegraph lines (being three or four different routes) along the Harford and the Philadelphia turnpike roads, and the Philadelphia Railroad, were all destroyed yesterday morning. The last line that was cut was the one on the Philadelphia Railroad. This was cut at 11½ o'clock A. M., since which time there has been no communication with Philadelphia or New York.

The Ericsson steamer for Philadelphia carried the mail yesterday evening.

Captain Irwin, President of the Western Maryland Railroad, received a despatch from one of the employees of the road, at 7 o'clock yesterday evening, who had just arrived at the Relay House, seven miles from this city, on the Northern Central Railroad, stating that the Western Maryland Railroad had not been injured, and that trains could be run on the road with safety. Captain Irwin will send a passenger train to Union bridge at the usual hour this morning.

The movements of Federal troops in and around this city yesterday and last night are at present withheld from publication. The situation of the barricades, breastworks, &c., it would not be proper now to state; suffice it to say that both the military and civil authorities have worked hard all the time, and last night there was no danger apprehended from any attack of the enemy. Telegraph and railroad communication was intact between this city and Washington.

It was thought last night that the Rebels who had operated on the Baltimore, Philadelphia, and Wilmington Railroad, and the Northern Central Railroad, &c., were retiring from all that section of the country and hastening to rejoin their main body at Frederick.

Last night we learned from the military authorities that the report of the escape of Brigadier-General E. B. Tyler, and his safe arrival at Ellicott's Mills, was unfounded. It is feared that in the fight of Saturday last he was either killed or wounded—certainly captured. The last heard of him he was at the Stone Bridge, over the Monocacy, on the Baltimore pike; he had orders to hold the bridge at all hazards, and if too hard pressed, to retire, and each man of his force to look out for himself.

The Rebel cavalry charged the bridge since which time nothing has been heard of General Tyler or his staff officers who were with him, viz.:—Captain Frank J. D. Webb, A. G.; Captain Pratt, 3d P. H. B., and Lieutenant Goldsborough, Acting A. D. C. Captain W. H. Wiegel, of General Tyler's staff, was injured severely by his horse falling on him on Friday night last, and being unable to ride, was assigned by General Wallace and General Tyler to the command of a 24-pound howitzer, in the battle of Saturday. He worked this gun throughout the fight, and when the order was given to fall back General Tyler directed Captain Wiegel to bring off the gun and destroy all the stores by fire. He did so, and by obeying the orders of General Tyler was not with him at the time of his capture.

General Ricketts, with his forces, has fallen back to this city, from Ellicott's Mills, according to orders.

Major-General Ord arrived in this city last evening from Washington, and, by order of the President, assumed command of the 8th Army Corps, relieving Major-General Wallace from that command. The staff officers remain, for the present, unchanged.

Mayor Chapman waited upon Major General Ord last evening, and, pursuant to the resolutions passed by the City Council, made known the wishes of the city authorities. At a late hour last evening General Ord informed us that his reply to Mayor Chapman was to the following effect:—He did not approve of the stores being closed, or the suspension of business, he did not think such a course necessary, and would not issue any orders to that effect.

In regard to the enrolling of the citizens he had no objection, and if the Mayor thought it expedient he might proceed with the enrolment, and if at any time there was a necessity to call upon those enrolled, he (General Ord) would call upon them; but that, in his opinion, he did not think any such course necessary, as a sufficient number of the citizens had already volunteered for the present. He (General Ord) did not think the city in any imminent danger.

Last night a squad of the volunteer citizen soldiers captured two of the men who had accompanied the Rebel cavalry in the raid around the city. The capture was made about seventeen miles from this city, on the Harford road. The prisoners gave their names as Baldwin and Gorsuch. They were brought to this city and given in charge of Colonel Petherbridge, who has command of the volunteer citizen scouts; he handed them over to Colonel Woolley, who ordered them to be imprisoned to await trial.

Last night William Gilmore (uncle of Major Harry Gilmore), and G. B. Hoffman, were arrested while endeavoring to pass our pickets into Baltimore county. They were brought to this city and imprisoned. The house of Mr. Gilmore, corner of Park and Franklin streets, was searched last night by order of Colonel Woolley, and seven hundred rounds of ball cartridge and five muskets were taken.

The American Telegraph Company succeeded at a late hour last night in re-establishing one of their lines between this city and Philadelphia via the Harford road route. By this means the Government was in communication with the authorities of Pennsylvania and New York.

Movement of Rebel Raiders—Damage to Gunpowder Bridge—Statement of Ishmael Day—A View of the Situation—A Rebel Visit to Towsontown—The Washington Telegraph Cut.

From the Baltimore American of last evening.

We have made a visit this morning to the outposts of the city, and find that the night has been one of general quiet, and that, so far as could be ascertained, there has been no Rebel cavalry in the vicinity of the city during the past night.

A gentleman who passed through Towsontown this morning, having come down from Shrewsbury in a carriage, a distance of forty miles out the York road, reports all quiet, and no enemy anywhere to be seen. Two Rebel cavalrymen were yesterday seen at New Market, in Baltimore county, who were visiting their friends and showing no belligerent disposition. They were made much of by the Rebel citizens and Pennsylvania Copperheads. On the balance of the road down he neither saw nor heard of any Rebel force, except that some 150 had passed through Towsontown last night. The raiders who had been scattered through the county on Sunday night and yesterday morning, said that their mission would be over at midnight last night, when they would have to be back at headquarters, on the borders of Carroll county.

Philadelphia Railroad—Damage to the Gunpowder Bridge—Robbing of Passengers, &c.

With regard to the Gunpowder Bridge, we learn that it was damaged to some extent on the Magnolia side of the river but confidence is felt that the damage will be repaired in two or three days.

The approaches to the bridge being protected by the gunboat, they fired the train and ran it on the bridge, but it ceased moving when about twenty feet from the shore. The flames from the cars soon extended to the string pieces of the bridge, and the locomotive finally toppled over into the river. The bridge is damaged only about two-thirds of the way between the shore and the draw, it having been extinguished after the Rebels left. A construction train has left Philadelphia this morning, and the work of repair has doubtless already commenced. We have the following detailed statement of the whole affair from one of the passengers:—

Information was received to-day that the Bush river bridge, on the Philadelphia Railroad, was not burned by the Rebels, nor were they near it. The party, numbering about one hundred and fifty men, under Gilmore, reached Magnolia Station about nine o'clock on Monday morning, and waited until the way mail and passenger train from this city reached there. As soon as the train was stopped to let out some passengers, four men jumped into the baggage car, and were soon after followed by the rest of the party, headed by Gilmore. Some of the female as well as a few of the male passengers rose on their entry and greeted them with encouraging remarks, and bottles of wine were brought out to entertain them.

These persons received kind treatment from the Rebels but those of the passengers who did not participate in such conduct were robbed of their money and valuables. Having gone through this train, the raiders waited for the approach of the express train, which left President street depot at 9.40, the passengers of which were treated in a similar manner to those on the first train. The latter train was then set on fire and propelled on to the bridge over the Gunpowder river, a portion of which was destroyed by the flames.

The first or 8.40 o'clock train was subsequently set on fire and destroyed, the gang taking their departure soon after. A few of the passengers, fortunately for themselves, had placed a portion of their money inside of their boots, and were enabled thereby to procure vehicles in which themselves and their female companions were conveyed to Havre-de-Grace. The other passengers were compelled to walk to the same place, whence they took the cars and passed on to Philadelphia. As previously stated, Major-General Franklin was captured on one of these trains. Mr. Henry Noll, an employee of the Company at the President street depot, who had gone up on a pleasure trip, came by way of the Joppa road to this city, reaching here at a late hour of Monday night. The locomotive of the first train was not injured. The engineer also returned to-day.

Travel to Philadelphia.

We learn that the Philadelphia Railroad Company have chartered the steamer *Georgiana*, in conjunction with Colonel Markland, agent of the Post Office Department and she will leave for Perryville, on her first trip, with passengers and mails, at 3 o'clock this afternoon. Efforts will be made to have two boats per day, to commence running to-morrow.

EXTRA!

FIFTH EDITION!

FROM WASHINGTON

THE VERY LATEST.

ALL WELL THIS MORNING

Futile Efforts of the Rebels to Capture Fort Stevens.

BALTIMORE, July 13, 3.30 P. M.—One of Quartermaster Meigs' boats has just arrived from Washington, which place she left early this morning. She reports all going on well.

Yesterday was rather a gloomy day, that is, there was much apprehension among the people. There had been heavy fighting on the Seventh street road, the enemy striving to capture Fort Stevens; but we still hold it.

This morning confidence was restored, and all considered the city perfectly safe. The clerks in all the departments were under arms.

I have just received the following despatch:—

ANNAPOLIS, July 13.—No signs of the enemy at present. All well.

LATEST FROM BALTIMORE.

CONFIDENCE IN THE SITUATION

CALLING OUT THE MILITIA

SECESH CITIZENS DO NOT WANT TO SERVE.

Special to The Evening Telegraph.

BALTIMORE, July 13, 3 P. M.—I have just returned from the headquarters of Generals Ord and Wallace, and find that they possess great confidence with regard to the situation.

The excitement here continues to increase in intensity, chiefly arising from the calling out of the militia this afternoon. The Secesh are endeavoring to skedaddle in all directions, but as they cannot leave the city without a pass, they are resorting to all kinds of manœuvres to run the blockade.

Annapolis is said to be strongly fortified, and it is not believed that the Rebels can take it. We have no railroad communication yet with Washington. Western Maryland Railroad is undisturbed. The Northern Central Railroad continues interrupted.

Suspension of Business in Baltimore.

BALTIMORE, July 13, 3.40 P. M.—All the enrolled citizens are ordered to report for military duty at their respective Wards this afternoon at five o'clock. All business is suspended.

—At Darien, Connecticut, a patriotic gentleman celebrated the Fourth by giving five acres of building land, and a donation of $5000 for the purpose of providing a Home for wounded and disabled soldiers belonging to the State. The Home was duly inaugurated, and it is proposed to raise $100,000 for its permanent endowment.

—It has been decided to hold the champion college races on the 29th instant on Lake Quinsigamond. Harvard College will send three or four boats, and Yale will send several. The oarsmen are training severely. Some of the Harvard crews expect to visit Worcester as soon as the examinations are over, to practise on the pond until the races.

—The newspaper publishers of Michigan met at Detroit last week, and organized a State Press Association.

—Business men in New Bedford are giving their attention to manufacturing. Several large factories are building.

THE PIRATE "FLORIDA."

The Capture of the Mail Steamer "Electric Spark"—Statement of Acting Master Gibbs, U. S. N., who was Paroled—The Armament of the Privateer—The Naval Fleet Sent in Pursuit.

Acting Master W. P. Gibbs, United States Navy, reported himself to Admiral Paulding, at the Brooklyn Navy Yard, yesterday afternoon, having been captured on board of the steamer *Electric Spark* on Sunday last, by the Rebel privateer *Florida*, and paroled by Captain Morris. Acting Master Gibbs was returning to his vessel, the *Pawnee*, in the fleet, having been North on a leave of absence. He says that he was treated with marked kindness while on board of the *Florida* everything being done to make his stay comfortable and agreeable.

He made several very important statements in reference to the vessel. In the first place she carries the following armament:—Four rifled sixty-eight pounders—Semmes—in broadside on the main deck, one hundred and twenty pounder rifle in pivot, and four small rifles in broadside forward. In addition to this formidable battery she has one gun not mounted, lying on the starboard side of the engine room hatch. Mr. Gibbs could not ascertain its calibre, as it was covered with a tarpaulin.

She has a crew of about two hundred men, who looked dirty and undisciplined and Morris apologized for the appearance of the ship and crew, and said that they had been very busy for the past few days. Her chief engineer is confined to his room on account of injuries received by falling down a hatchway, and she is short of assistant engineers; so much so that it will be difficult to run the *Electric Spark*, but he may run those vessels over to Bermuda or Nassau, and leave his prize outside, while he goes in with the *Florida* and procures some engineers for her.

The *Electric Spark* steams, in her present trim, but seven knots, which is owing to her being by the head. No doubt Morris will use her as a tender, at least until her coal—one hundred and twenty tons—gives out, or he may attempt to run her into Wilmington with her cargo.

The following is a copy of the parole of Acting-Master Gibbs:—

William P. Gibbs, Acting Master in the Navy of the United States of America, is hereby paroled upon his word of honor not to serve against the Confederate States, or do garrison or other military duty until duly exchanged.

C. MANIGAULT MORRIS,
Commanding Confederate States steamer *Florida*.
July 10, 1864.

It is to be regretted that the *Florida* succeeded in capturing the mail bags on board the *Electric Spark*, as well as the official despatch bag. We should have thought that a man of common sense would have known enough to sink his mail bags, especially the Government despatches. Now the *Florida* can use them for her own purposes, as well as to send them in by the regular Anglo-Rebel mail line of steamers which run to Wilmington, N. C.

Quite a number of vessels are in pursuit of the *Florida*. Those reported thus far are the—

Names.	No. of Guns.	Where from.
Ticonderoga	9	Florida
[illegible]	12	Boston
[illegible]	9	Hampton Roads
Monticello	9	Hampton Roads
Mount Vernon	9	Hampton Roads
Ino (ship)	9	Hampton Roads
[illegible]	9	Philadelphia

The *Ascutney*, nine guns (not the *Mohican*, as stated yesterday), is preparing, and may possibly get away to-night from the Brooklyn Navy Yard. By this time, no doubt, the *Connecticut*, eleven guns, *Quaker City*, eleven guns, and other large steamers on the Wilmington blockade, have been despatched in pursuit of the privateer.

The United States steamer *Circassian*, which arrived at Boston on Monday from the Gulf, has received a heavy armament and a full crew, and sailed yesterday evening in pursuit of the *Florida*. Commander Craven is in command.—*New York Herald.*

FOURTH EDITION.

THE VERY LATEST.

HIGHLY IMPORTANT.

An Army of Veterans Defending Washington.

NO REBELS WITHIN TWENTY MILES OF BALTIMORE.

Particulars of the Escape of Generals Tyler and Franklin.

SAFETY OF ANNAPOLIS.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

REINFORCEMENT OF VETERANS FOR WASHINGTON.

We have conversed with a gentleman who left Washington on Monday at noon, and came down the Potomac upon a steamboat loaded with wounded soldiers. He informs us that in going down the river they met an immense fleet of transports going up towards Washington. He estimated the number on board at upwards of twenty thousand, and all bronzed and hardy veterans. They must have begun arriving at Washington about three o'clock on Monday afternoon.

They were full of enthusiasm and exuberance of spirits. Our informant ascertained that a large portion of the armada were troops from New Orleans, while others were from another Department which it might be imprudent to mention.

The greatest confidence and feeling of security exists among the Government officials in Washington. It is believed that the operations about taking place will inflict the death-blow upon the Rebellion.

THE ESCAPE OF GENERAL FRANKLIN.

BALTIMORE, July 13.—The American telegraph line is working to Annapolis.

The following are the particulars of the reported escape of Major-General Franklin from the bandit under Harry Gilmore, though we have not yet ascertained the whereabouts of this gallant officer.

Harry Gilmore, with a party of cavalry, numbering about one hundred and fifty, and having with them Major-General Franklin and three officers of his Staff as prisoners, encamped at a late hour on Monday night on Oliver's farm, between Randallstown and Reisterstown. General Franklin was in the custody of Captain Nicholas Owen, of Baltimore county, from whom he succeeded in making his escape at an early hour on Tuesday morning.

The force of Gilmore remained all Tuesday in the neighborhood, scouring the bushes and woods, and searching all the houses and barns, in the hope of being able to recapture him. This was the statement they made to the people in the vicinity; and the search was continued until five o'clock on Tuesday evening, when they left on their way to the vicinity of Washington, crossing the Baltimore and Ohio Railroad near Elmira during last night.

Nothing is yet known in this city as to the whereabouts of General Franklin; but hopes are entertained that he has really escaped. Such at least is the impression of those living in the vicinity.

During their stay in the vicinity of Randallstown, they robbed everybody indiscriminately, not only of horses and cattle, but of watches, money, and clothing.

Several Rebel sympathizers pleaded for exemption, but it was all of no avail. All were commanded to stand and deliver. They also had with them three officers of General Franklin's Staff. These they took away with them, they not having been able to escape.

THE ESCAPE OF GENERAL TYLER AND STAFF.

BALTIMORE, July 13.—The scene at military headquarters in this city this morning, on the arrival of Brigadier-General E. B. Tyler, who commands the 1st Brigade of the 8th Army Corps, and who was reported to have been either killed or captured in the action at Monocacy Junction on Saturday last, was gratifying in the extreme, and the rejoicing at his fortunate escape from the Rebels was heartfelt.

Accompanying the General were Captain F. J. D. Webb and Lieutenant Goldsborough, of his Staff, both of whom were with the General since the battle. The facts connected with his escape are substantially as follows:—

On Saturday, after our troops had retired from the Monocacy Bridge, General Tyler and his Staff made a stand on the hill on the east side of the bridge, but were not there long before they discovered themselves to be surrounded by the Rebels.

The General and his party succeeded in making their escape on the north side, closely pursued by the enemy, who fired upon them repeatedly, killing one of the General's orderlies, a German, whose name we could not ascertain.

To this fact the General attributes his escape, as when the soldier fell from his saddle in the road the pursuers stopped to see who it was, and to inquire if General Tyler was not of the party, etc.

During this time the General reached a clump of woods, and the three officers secreted themselves from their pursuers.

A negro who was endeavoring to make his escape from the Rebel lines discovered them, and pointed out the way to the house of a well-known and patriotic citizen of Frederick county, whose family were unremitting in their attentions to the fugitives, concealing them until Tuesday, when they took their departure for Frederick, which they reached early in the morning.

The appearance of General Tyler in the streets of Frederick created the greatest surprise. The Rebels had boasted that he had been killed by them, and it was believed to be a fact until the loyal citizens saw the General himself.

The General left Frederick yesterday, at which time our forces had held undisputed possession since Sunday. He came down the Frederick road as far as Catonsville, and from thence to the Relay House, where the headquarters of Tyler's Brigade are situated, and where he received the congratulations of his many friends.

On the road, they were informed that a very strong force of Bradley Johnson's cavalry command had crossed the road at Carroll's Manor, proceeding north.

General Tyler speaks in the highest terms of the bravery and endurance of our men. In the battle at Monocacy, one general officer was killed, and several field and line officers. The punishment the enemy received was very severe.

In the hospital at Frederick over five hundred of the Rebel wounded are now under the care of our surgeons and citizens of Frederick; and our surgeons state that every man who was capable of being removed without serious injury was carried off in ambulances and wagons, they thus endeavoring to hide their loss.

Before they retired from the city they burned down all the Government buildings, except hospitals.

The losses at the battle of Monocacy are as follows:—Union loss killed and left on the field, 121; wounded and taken to hospitals, 190; taken prisoners, 400; total, 711.

Rebel loss—killed, 330; wounded and in hospitals at Frederick, now in our possession, 433; total, 739.

The Rebels suffered badly in officers killed and wounded.

Special to The Evening Telegraph.

BALTIMORE, July 13, 10 o'clock A. M.—I forward you the following important information, imparted to me by W. P. Smith, Esq., Superintendent of the Baltimore and Ohio Railroad, with whom I have just had an interview. Some time during last night, or early this morning, a body of Rebels, numbering from 3000 to 5000, made their appearance at Beltsville, twelve miles this side or north of Washington, and proceeded at once to destroy the railroad track and everything else within their reach.

The same, or a portion of the same force advanced to Lowell, and it is believed have entirely destroyed the fine railroad bridge that crosses a small stream at that point.

The entire track between the Relay House and Washington is undoubtedly damaged by the Rebels. It was intended to send a train from here by the Relay House this morning, but the news of the depredations of the Rebels effectually prevented it.

Another Rebel force proceeded up the road towards Annapolis, destroying everything. Pratt street, from the Philadelphia to the Washington depot, a distance of over one mile, is blocked up with locomotives belonging to the Baltimore Railroad. There is no great excitement visible in the streets of Baltimore at the present moment. The citizens are quietly arming.

Arrangements have been made for the defense of Annapolis, and gunboats are stationed in the Severn, which can sweep the land approaches. The destination of the Rebel cavalry force that crossed the railroad at Beltsville, is therefore not known. They may have swept to the south side of Washington, or probably they are going to fulfil the predictions of some of our Rebel sympathizers, and keep on to Point Lookout to release the twenty thousand prisoners confined there. The distance from Beltsville to Point Lookout is 80 miles.

STILL LATER.

BALTIMORE, July 13, 2 P. M.—There are no indications this morning of any Rebel force, large or small, being within twenty miles of the city. The last of Gilmore's raiders crossed the Baltimore and Ohio Railroad beyond Elysville, on their way towards the main Rebel army in the vicinity of Washington, at a late hour last night. There are supposed to be still a few squads of cattle stealers in some portions of the country, but all are making their way towards Montgomery county.

It was reported this morning and generally credited, that the Rebel cavalry force which crossed the Washington railroad yesterday at Beltsville had reached Annapolis, and that that ancient city was actually in Rebel possession.

This report spread all over the city and was strengthened by the fact that a gunboat was sent for during the night, but at eleven this morning we learned at the telegraph office that all was quiet at Annapolis, and that so far as known there was no Rebel force coming in that direction.

CITY INTELLIGENCE.

IDLE RUMORS—THE SURRENDER OF WASHINGTON, ETC.—The excitement in the city this morning was intense. In consequence of the break in the telegraph wires between Baltimore and Washington, the city is alive with the wildest rumors, some of which go so far as to assert the surrender of Washington, and the capture of our entire army at that point.

With the exception of the news which we publish under our telegraphic head, no intelligence has been received in this city to-day upon either of the subjects alluded to above. While the telegraph wires are in good working order between this city and Baltimore, yet beyond that point all communication is cut off, and hence our readers must accept all stories of the capture of this and the other point as idle canards of the hour, circulated with the view of strengthening the hands of our enemy. Movements of troops to the points threatened have been going on all day, and the military authorities in this city are diligently replying to the demands that have been made upon us.

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 13.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

100 sh Reading R...[illegible]	200 sh Sch N. pf.....c 35
50 sh do..........63⅞	100 sh Catawissa pf..... 35
10 sh do..........[illegible]	50 sh do...........e 35
110 sh do..........[illegible]	5 sh do............ 36
200 sh do..........[illegible]	400 sh Dalzell Oil....... 5¾
100 sh do.....b10 62¾	100 sh do........... 5¾
100 sh do..........62½	100 sh do........... 5¾
500 sh do..........62¾	

FIRST BOARD.

$12000 U. S. 5-20s........105	40 sh Kentucky Bk.....108
$7400 do............[illegible]	20 sh Penna R.....b5 73¾
$ [illegible] do............[illegible]	5 sh do............ 73¾
$600 do............104	5 sh do............ 70
$1200 Penna 5s.......[illegible]	40 sh Minehill.......s5p 62
$700 City 6s, new.......[illegible]	[illegible]
$[illegible] do............[illegible]	150 sh Phil. & Erie....... 33
$[illegible] do............[illegible]	25 sh do............ 33¾
$[illegible] do............[illegible]	20 sh Spruce & Pine....... 14
$[illegible] North Pa 6s.......104	100 sh [illegible] 25
100 sh Irwin Oil........ 4	100 sh Read. R......b5 62½
100 sh do..........b5 4	

R. S. LEECH, Stock Commission Broker, No. 7 Farquhar Buildings, Walnut street, below Third.

Quotations of Gold at the Philadelphia Gold Exchange, No. 34 S. Third street, second story:—

9½ A. M.........272½	12 M.........269
11 A. M.........271	1 P. M.........270

Market weak.

PHILADELPHIA TRADE REPORT.

WEDNESDAY, July 13.—The Rebel raid in Maryland, and their threatening of Washington, has had the effect of almost totally suspending business operations.

Of Quercitron Bark the offerings are but little here, and No. 1 commands $[illegible] ₩ ton.

In Provisions there is very little doing.

Groceries, owing to the high rates, are inactive.

There is considerable firmness in Flour; sales of 2400 bbls extra family at $11·[illegible] ₩ bbl., in which were 1000 bbls City Mills to the Government at the latter figure. To the retailers and bakers sales ranging from $[illegible] for superfine, up to $11·50 for fancy brands. Nothing doing in either Rye Flour or Corn Meal.

There is but a small stock of Wheat in the market, and it is held with much firmness. [illegible] bush. prime Pennsylvania and Western red sold at $2·65 per bush. White ranges from $2·75 to $2·80. The sales of Rye have been small at $1·85. There is a good demand for Corn, but it is scarce; sales of [illegible] bush. yellow at $1·73 per bush.—some [illegible] at these figures—and 1000 bush. [illegible] at $1·6[illegible]. Oats are in good request; sales of 2400 bush. Delaware and Pennsylvania sold at 97@98c., [illegible]

Whisky [illegible]; small sales at $1·80, but now mostly [illegible].

LATEST MARINE INTELLIGENCE.

CLEARED THIS MORNING.

Schr Ida L. Howard, McDuffie, Boston, [illegible], Van Dusen & Lochman.
Schr [illegible]
Schr J. H. Allen, [illegible], Boston, L. Audenried & Co.
Schr [illegible] Godfrey, [illegible], Providence, [illegible]

ARRIVED THIS MORNING.

[illegible]

Official Drawings of the Shelby College Lottery.
CLASS 330—JULY 13, 1864.
24, 45, 27, 76, 13, 74, 23, 70, 1, 60, 59, 38.
EXTRA CLASS 331—July 13, 1864.
69, 12, 54, 20, 38, 11, 71, 19, 56, 64, 35, 16, 34, 8.
Circulars sent by addressing [illegible] & Co., Covington, Ky.

Evening Telegraph
A DAILY AFTERNOON NEWSPAPER.
OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar for Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee of his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we earnestly request that advertisements may be handed in as soon as one o'clock, if possible, to secure them an insertion in all of our editions.

WEDNESDAY, JULY 13, 1864.

THE CAMPAIGN AND ITS CHANCES.

To have the national capital threatened by an enemy, and yet so cut off from communication with us that we can gain no certain and direct knowledge of its fate, is unquestionably a most annoying and painful situation. But it is even worse to have the avenues of travel connecting us with Washington so interrupted as to delay seriously the access to that city of the military reinforcements which are ready to proceed to its defense. One week ago, hardly any person in the North would have thought it possible that such a state of affairs as now exists could take place.

The theory, indeed, on which General Grant's campaign against Richmond was originally planned and undertaken was, that the Rebels were chiefly concerned to protect Richmond; and if that point was menaced with a sufficiently formidable assault from any direction, the forces defending it could not, and would not, be withdrawn. Hence General Grant, in opposition to the previously settled policy of the Administration, thought that Washington might not only be safely uncovered by moving his army to the south side of the James river, but that in case his necessities should require it, he might call to his assistance the whole force reserved for the security of the capital in the event of a possible movement against it.

Unfortunately, recent events have shown that the prognosis of Grant, in this respect, was fallacious, and that the apprehensions of the President were but too well founded. We are not, certainly, disposed to condemn General Grant, simply because it has been shown that his calculation of the chances of the campaign were, in a single particular, wrong. The ablest military leaders may make mistakes; and it is the duty of the people they represent to endeavor to repair their blunders, rather than to sacrifice their cause by indulging in vain lamentations over the disasters that have been suffered.

But while we would say nothing whatever to diminish public faith in the skill and integrity of the brave and resolute man who commands the Potomac army, we are unwilling that the President and his Cabinet should unjustly incur any part of the responsibility for military reverses which have resulted apparently from a reluctant relinquishment of their own preconceived views, in deference to the man to whom they had committed the fortunes of the war.

In a leading editorial of the *North American* of Monday last, that paper said:—

> "The National Government, in its earnest desire to leave nothing undone that could insure the success of General Grant's campaign in Virginia, has sent him every man he asked for, and even the reserves under Burnside, intended for the defense of Washington, are with him. It has thus yielded up its own ideas, therefore, only to find them correct to its cost."

This statement is entirely true, and it is only just to the Administration that the substantial fact should be published. Whatever may be the final issue of General Grant's plans, he only is answerable for them. We have already seen that his demonstrations against Richmond have not prevented Lee from making a movement on Washington. But we are not yet satisfied that Grant's programme will not ultimately be vindicated by the last result. He may possibly take Petersburg and Richmond while Lee is engaged with the major part of his forces in the present invasion; and then, leaving a sufficient number of men to hold his conquests, march at once upon Lee's rear, and effect the utter demolition of his army by catching it between two opposing fires. This is precisely what might be done, and what we hope to see Grant do.

HERE AND THERE.

Do our free colored people know what is good for them? The mass of them live in our lanes and alleys, where filth abounds and pure air and sunshine are very strange. We see them in our streets picking up rags and offal to earn their bread. They black our boots, wait in the hotels, carry our baggage, and trim our beards. Menial occupations and a few mechanical trades only are open to them. We hear occasionally of a colored physician, but we suspect the diplomas upon which they practise among their race. In some parts of the country there are colored lawyers, but we never saw one in this locality. Some energetic colored men accumulate wealth. Good schools and churches are provided for these people, and intelligent Christian men are not wanting among the thousands now residing in our midst.

But in spite of wealth, education, and thoroughly respectable character, the colored man finds it impossible to attain a position of social equality here, and sees all the avenues of noble ambition barred against him by an intense and inexorable prejudice. Culture but gives him a keener sense of this crushing repulse. He feels himself better, perhaps, than many white men, in heart and brain; but he dare not enter a city car, and must pay his taxes to support a Government in which he cannot have a voice. He is a negro, and the white man will not associate with him—will always spurn him as inferior or degraded. This may be a wrong, a sin, on the part of the pale-face. But it is a hard, stubborn fact, and a fact too, that will continue to exist. The most powerful batteries of talk have been directed against this prejudice; but it is in the blood and bone, and cannot be reasoned away. This being the case, how is it that ambitious and intelligent colored men do not seek a land where they can enjoy perfect social equality, and where they may achieve the highest positions in the State?

Far away over the broad Atlantic lies the Arcadia and Canaan of the African race. Upon that coast of tropic beauty and bloom, which many a fettered slave has wept at leaving, good men have founded a State to destroy an accursed trade, welcome back the black man from his long exile, give him his highest development, and radiate blessings among the millions of a benighted continent. The country is rich in natural resources. The valleys respond to the ploughshare with a varied harvest. The forests contain the most valuable woods. The hills teem with mineral and metallic wealth. The rivers afford fine highways for trade and supply an ample water-power.

As the national industrial exhibitions have illustrated, Liberia offers a most profitable field for every branch of industry. Here are the means of material comfort and luxury. Schools, colleges, and churches furnish ample opportunities for mental and moral improvement. The learned professions, the legislature, the presidency, are open to men of energy and capacity. But above all, there is a perfect social equality; and this ought to be the strongest attraction to a colored man of sensibility and manly pride.

There the negro race may prove their title to be considered the equal of the Caucasian in capacity for development. They will start with every advantage that civilization can contribute, and they have before them a new world to subdue and enlighten. They will have the widest field for the noblest toil, and can compel mankind to acknowledge the glory of their achievements. They will be able to conquer where the whites have scarcely ventured to penetrate. They will bear glad tidings to their long-benighted race.

They will annihilate the traffic in slaves, and thus save millions of their fellow-countrymen from bondage and misery. If, therefore, they really desire their own advancement and the welfare of their race, the free colored men of these Northern States ought to hasten to Liberia, instead of wasting their days as menials, or chafing their hearts with the sense of social degradation they must ever experience in America. Perhaps a little more thought for themselves, and a great deal less of listening to pale-face fanatics, would lead these people to this conclusion.

RAILROAD COMMUNICATION WITH BALTIMORE.

We are informed by Mr. S. M. Felton, President of the Philadelphia, Wilmington, and Baltimore Railroad, that arrangements have been made to run twice daily each way from Baltimore and Philadelphia to Perryville by rail, and from Perryville to Baltimore by steamer. The Company is now prepared to take passengers, mails, troops, and supplies.

Thirty Days Men Called Out in New Jersey.

PROCLAMATION OF GOV. PARKER, OF NEW JERSEY.

I have been expecting a call from the President of the United States, or a requisition from the Governor of the State now invaded by the Rebels, for troops to aid in driving back the invaders. Not having received such call or requisition, I assume that the authorities near the scene of action believe that they have sufficient force at their command to meet the emergency.

I, however, view the expedition as more serious than an ordinary raid. A battle has been fought within a few miles of Baltimore, and our forces, composed in part of veteran troops, have been driven back. Intelligence has been received that the railway between Philadelphia and Baltimore has been cut, and communication between the East and Washington interrupted. The national capital is seriously threatened.

Although New Jersey has not been officially called upon for troops in this emergency, yet regarding the danger as imminent, I call upon the citizens of this State to organize immediately into companies, and report to the Adjutant-General of the State for thirty days' service in Pennsylvania, Maryland, and the District of Columbia.

Given under my hand and privy seal at Trenton, this 12th day of July, 1864.

JOEL PARKER.

Attest—S. M. DICKINSON, Private Secretary.

GOV. BRADFORD'S PROCLAMATION.

CITY MILITIA CALLED OUT.

STATE OF MARYLAND, ADJUTANT-GENERAL'S OFFICE, HEADQUARTERS, No. 243 Baltimore Street, Baltimore, July 12.—General Order No. 28.—The invasion of the State by the public enemy, and their threatened approach to this city rendering it necessary to exercise the power vested in the Commander-in-chief of the militia, of calling them into actual service, and the volunteers offering in response to previous calls failing so far to furnish the number required, upon consultation with the Commanding General of the 8th Army Corps, it has been determined that the whole enrolled militia of this city be ordered to prepare for immediate service.

This order embraces all the force enrolled by the enrolment of 1862, and as these will not all be required for duty at the same time, they will serve in turns in such numbers, not exceeding ten thousand at any one time, as the exigency for the time being may require, and a system of allotment and relief will be adopted and announced as soon as said entire force shall assemble.

The enrolled men of the city will assemble in their respective wards to-morrow, 13th instant, at five o'clock P. M., at some central point in each ward, which will be designated by the morning papers, as well as by an officer charged with that duty in each precinct, and on failure to do so proper means will be adopted to enforce their immediate attendance.

When the enrolled men of each ward are thus assembled, those required for immediate service will be assigned to such duties as the Commanding General aforesaid may prescribe. They will be officered, armed and equipped in pursuance of the regulations governing the United States service, and for the time they may serve will be entitled to receive from the State the same rates of pay and emoluments as are allowed to officers, non-commissioned officers, and privates in the United States army.

As in an emergency of this kind many small articles required by the soldier cannot be supplied by the proper Departments as expeditiously as may be desired, it is suggested that his personal comfort would be promoted by each man furnishing himself with tin cup, blanket, and such other conveniences as may be at hand.

By order of the Governor and Commander-in-Chief, JOHN S. BERRY, Adjutant-General.

GUERILLAS IN KENTUCKY.

Guerillas at Henderson and Owensboro—Henderson Shelled by a Gunboat.

On Thursday morning a party of persons representing themselves as guerillas entered the town of Owensboro. Some of the party went to the house of a Mr. Graves and asked for him. The inmates of the house replied that he was out, when the highwaymen asked for $1100, which they stated that they knew was in the house.

Mr. Graves had, however, crossed to the opposite side of the river with his money, and the guerilla band left the house much disappointed. They visited several stores and carried off a large amount of goods, besides stealing a number of horses; after which they left, taking the Livermore road. Captain Yarbar, with a few scouts, started in pursuit, overtaking them about four miles distant, capturing two men.

Tanner is the name of one of the men, and he lives in McLean county, and the other bears the name of Nave. All the horses were recovered. Tanner had the lower part of one of his ears shot off before being captured. The prisoners were brought into Owensboro and given over to a gunboat lying at the wharf.

We learn the above facts from the Owensboro *Monitor* of yesterday.

We learn from other points that at the time the *Tarascon* left, there was great excitement at Henderson. The gunboat No. 17 came up shortly after the *Tarascon* left, and being informed that there were guerillas in the city, she anchored out in the stream, and at once commenced shelling the town. The firing was kept up for several hours, but with what result our informant was unable to state. The shelling of Henderson was on Wednesday last. There are no troops stationed at Henderson; and unless something is done to prevent the repetition of such acts, Henderson will share the fate of Hickman, and nothing will be left to mark the place where once stood a gay and thriving city but one pile of ruins.—*New Albany Ledger, Saturday.*

A NEW COMMISSION.—Another Commission is coming into the field—the American Union Commission—its object being to aid the people of those sections of the country that have been desolated and impoverished by war, to restore their civil and social state, upon the basis of industry, education, freedom, and Christian morality.

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M., 74. Noon, 83½. One P. M. 83½. Wind, East.

ARRIVAL OF SICK AND WOUNDED SOLDIERS.—The steamer *Ashland* arrived at this port this morning, with two hundred and thirteen Pennsylvania soldiers on board from Alexandria, Va., most of whom are suffering from wounds received in battle. The *Ashland* is under the charge of Surgeon J. G. Cantwell, and left Alexandria on Monday. Her news has all been anticipated. On the passage up one of the patients, Henry Thoura, of Company E, 1st Delaware Regiment, died. He was suffering from a gunshot wound and diarrhoea. Nearly all on board were Pennsylvanians. The following is a list of the names:—

[illegible], 2d Reserves
Martin [illegible] B Adams, 5th
J O Meal[illegible]
Jackson Mitchell, 13th
Charles [illegible], 5th
[illegible], 2d Cavalry
J Gardner, 5th
A W Zimmerman, 18th
Geo [illegible], 1st Cav
W [illegible] A Mooney, 55th
[illegible]
John Fetter, 7th
Asher Cook, [illegible]
Lewis [illegible], 6th Cav
Corp O H [illegible], 17th Cav
George W Thomas, 56th
Jos [illegible], 49th
Jos [illegible], 55th
Jos Campbell, 6th
Chas S [illegible], 71st
John Kempt, 82d
Sgt A [illegible], 21st
Jas Johnson, 16th
[illegible]
Jno Stewart, 1st Art
Sergt Alex C Elliott, 1st Cav
Thos J [illegible], 2d Cav
Jerome Betts, 2d Cav
Corp Jas B [illegible], 5th Cav
Michael Miller, 5th Cav
[illegible], 13th Cav
[illegible], 13th Cav
A [illegible], 2d
Rudolf Ward, 49th
[illegible], 48th
Francis [illegible], 4th
William Wright, 53d
Patrick [illegible], 53d
David Sprece, 5th
Samuel Pew, 57th
[illegible], 18th
Daniel Weismer, 187th
P W [illegible], 21st Cav
George Blake, 91st
Corp Wm Hoffman, 91st
E [illegible], 14th
[illegible], 15th
Daniel Wait, 11th
R L Dick, 4th Cavalry
Wm R [illegible], 1st Rifles
Chas [illegible], 187th
Abe Henry, 187th
Wm S Hall, 13th
Abe S Stair, 56th
Sg. Wm [illegible], 13th
Jas [illegible] Brown, 15th
John Fries, 14th Cav
John Moo[illegible], 1st
[illegible], 48th
Conrad [illegible], 96th
Wm Fuller, 13th
Wm [illegible], 2d Res
Wm [illegible] Bower, 1st
Charles [illegible], 56th
H Smith, 1st Cav
John W [illegible], 187th
Ira Ross, 1st Cav
S W G[illegible], 1st Cav
Kold Ellingsworth, 91st
Geo W [illegible], 72d
Jas D [illegible], 3d
Joseph [illegible], 83d
Wm N Sewell, 187th
Sgt W D [illegible], 17th
Corp E D Davis, 187th
B S Keesser, 187th
Sgt G S Waller, 187th
A W [illegible], 155th
W S Miller, 1st bat
A Taylor, 2d Reserves
H Pretz, 1st Art
Chas H [illegible], 9th Cav
Samuel [illegible] Snyder, 1st art
R D Haven, 1st art
Anthony Jackson, 145th
Joel [illegible], 50th
Albert [illegible], 188th
Sgt Daniel Conway, 116th
Jno T [illegible], 157th
J N J[illegible], 18th
Wm Graham, 2d
Robt [illegible], 23d
Jno H Muler, 61st
Jacob [illegible], 118th
Thos [illegible], 15th
David Burnham, 6M
John A R [illegible], 139th
Jonas Cox, 14th
John Vetter, 18th
Corp J J [illegible], 23d
[illegible]
[illegible], 118th
John [illegible], 18th
John Loughery, 16th
Jerome Jenkins, 118th
Corp R [illegible] Coon, 143d
Samuel Waterman, 155th
William Smith, 187th
Jacob Smith, 9th Cav
John Fine, 21st Cav
William Sine, 21st Cav
H [illegible] Rhoades, 178th
John Smalley, 49th
Jas Waterson, 116th
Corp [illegible] Dunne, 187th
[illegible], 23d Art
Thompson Snyder, 1st Cav
Wm H Delaney, 1st Cav
Corp A H Lewis, 1st Cav
Sergt M Benson, 16th Cav
David H Miller, 17th Cav
Sgt Chas Saeger, 21st Cav
Wm Meyers, do
Samuel Dennergee, do
Jacob B Miller, do
Sergt Wm Ambrose, 2d Res
Jeremiah Knapp, 11th
P B French, 18th
William Coles, 187th
Cyrus [illegible], 187th
J Cryce, 4th
M W Wallace, 13th Cavalry
A C [illegible], 13th Cavalry
Thos R Hudson, 1st Art
Amos [illegible], 14th Cavalry
B M Fraser, 11th V R Corps
[illegible], 21st Cav
Wm Fox, 187th
Corp Chas Knecht, 99th
George Mathew, 187th
J H [illegible], 4th Cav
R J Smith, 9th Cav
J M McCardy, 1st Cav
Ed [illegible], 21st Cav
J Ryan, 21st Cav
Jacob Noble, 187th
John Mullady, 2d
J B [illegible], 2d
John [illegible], 14th Cav
P [illegible], 83d
Capt E S [illegible], 18th
Sgt Louis [illegible], 2d Cav
P [illegible], 187th
Sgt E [illegible] Summerman, 148th
[illegible]
S A Aughbaugh, 13th Cav
John [illegible], 2d Cav
S M [illegible], 2d Cav
John Bennett, 187th
Wm McIntyre, 82d
Madison Moore, 148th
Mich [illegible], 118th
John F Hoffman, 118th
James [illegible], 183d
Sgt Wm [illegible], 17th
Francis W Payne, 187th
[illegible] Harris, 187th
F Sewell, 147th
Peter [illegible], 15th
R A Sanford, 187th
Wm [illegible], 21st Cav
D Clark, 121
H [illegible], 4th
Wm J Walker, 187th
A F Pennypacker, 1st Art
Jacob [illegible], 4th
Serg T A Graham, 21st Cav
Chas Tyler, 18th
W S Miller, 1st Bat
Henry Taylor, 2d Res
Jas [illegible], 43d
Serg Jno Donnelly, 2d Res
Samuel P Rudd, 1st Cav
Geo [illegible], 61st
Carrol Murphey, 58th
Thos A Hamilton, 118th
Jos A [illegible], 128th
Jno D Thompson, 118th
Jno [illegible], 118th

THE MILITARY EXCITEMENT.—The excitement this morning continued. Recruiting was brisk, and the various organizations are rapidly filling. Several regiments are ready to leave, and will take their departure this afternoon or evening. From present appearances, Philadelphia, as on former occasions, will furnish more than her quota. Our citizens are fully aroused, and are equal to the task imposed upon them.

The front of the State House row presented an attractive scene this morning. About a dozen tables, inviting recruits to enroll themselves, were placed along the row, and the music of the drum and fife was almost deafening to the passer-by. The enthusiasm and excitement are much greater than it was during the raid into Pennsylvania in 1863. The meeting of yesterday has had its effect.

A large war meeting was held in Camden last evening. Addresses were made by George S. Woodhull, A. S. Cattell, Hon. James M. Scovel, and others. Camden is responding nobly, and at the meeting last evening men were not only obtained in numbers, but money was also freely subscribed.

The Committee on Defense and Protection of City Councils were again in session yesterday morning, and transacted considerable business. They agreed to vote to each company the sum of $160 for recruiting purposes. They have also under consideration the subject of organizing some five or six regiments for home defense. The subject has been laid before the Mayor, and will be decided this afternoon.

We made an error yesterday in stating that it was William Gray, of Common Council, who is to command the company of mounted men raised at the expense of the city. Mr. R. M. Evans will be the captain.

GONE HOME.—The sailors who belonged to Eastern vessels, captured by the *Florida*, returned home last evening. Being without money free tickets were obtained from the railroad. The crew of one of these vessels had just returned from a five year whaling voyage. All their fortune was in the oil they had captured, and this being taken from them they are now as poor as when they started.

STABBED.—High Constable Barton was stabbed last night, in Lombard street, between Sixth and Seventh. The wound was inflicted by a colored man whom Barton attempted to arrest for street-fighting. The negro inflicted a cut four inches in length in the thigh.

LOCAL BREVITIES.—The Government took possession of the Reading Railroad yesterday morning. The steamboat *Manhattan* was also seized for Government purposes.... Thomas Dunlap, an old member of the bar, aged 71 years, died on Monday.... A party of returned soldiers, belonging to the 71st Regiment, gutted the store of a Copperhead at Frankford on Monday.... A special car left on the ten P. M. train last night for Gettysburg, via Harrisburg, for the late battle field at Monocacy, bearing fourteen delegates of the United States Christian Commission and ninety-two boxes of hospital stores.

PROPOSED AMENDMENT TO THE CONSTITUTION.—The Sheriff has issued his proclamation announcing a special election for Tuesday, the 2d day of August, on proposed amendments to the State Constitution.

Married.

GLENN—WRIGHT.—July 12, 1864, at the residence of Dr. J. T. Wright, by J. F. Chaplain, Dr. JAMES B. GLENN, of Niles City, Michigan, and Miss AMELIA B., daughter of Edward Wright, Esq., of Philadelphia.

HIGHLEY—DAVIS.—On the 12th inst., by the Rev. J. Andrews, of West Philadelphia, JACOB HIGHLEY, of Kent county, Maryland, to Miss ELIZABETH H. DAVIS, of this city, daughter of the late Edward S. Davis.

KERN—ECKERT.—On the 10th inst., by the Rev. John Ruth, Mr. JOHN S. KERN to Miss SARAH E. ECKERT, all of this city.

Died.

AYRES.—On the 11th inst., Mrs. MARY ANN AYRES, wife of Hiram Ayres.

The relatives and friends of the family are respectfully invited to attend her funeral, without further notice, on Thursday morning, at 9 o'clock, from her late residence at Holmesburg. To proceed to Abington.

GARBER.—This morning, 13th inst., after a long and painful illness, PRESCOTT, son of S. J. and A. E. Garber, in the [illegible] year of his age.

Funeral from the residence of his father, No. 1329 Spring Garden street, at 10 o'clock on Friday morning. To proceed to Laurel Hill. **

HAZZARD.—At Milton, Delaware, on Friday, July 8, Hon. DAVID HAZZARD, ex-Governor of the State of Delaware, in the 84th year of his age.

BISELL.—At San Luis Potosi, Mexico, GEORGE F. BISELL, in his 40th year, formerly of this city.

HORN.—On Tuesday morning, 12th inst., ALEXANDER E. HORN.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his father, John Horn, No. 14 S. Broad street, on Friday, 15th inst., at 10 o'clock A. M.

McFADEN.—On the 11th instant, after a lingering illness, ANN LEE, wife of William L. McFaden.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her husband, No. 333 N. Twelfth street, near Callowhill, on Thursday morning, the 14th instant, at 10 o'clock, without further invitation. **

MUCH.—On the 12th inst., MARTHA MUCH, daughter of George W. and Elinor Much, aged 8 months and 8 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her parents, S. E. corner of Fourth and Dickerson streets, on Friday afternoon at 3 o'clock.

RITTMEYER.—July 12, 1864, Mrs. CAROLINE RITTMEYER, wife of Charles Rittmeyer and daughter of John and Catharine Lipp, in her 28th year.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, Buttonwood street, between Seventeenth and Eighteenth streets. Funeral to take place on Friday afternoon at 4 o'clock, without further notice. To proceed to Glenwood Cemetery.

BUSINESS ITEMS.

A Seasonable Remedy.—

FOR DIARRHOEA AND DYSENTERY, JAYNE'S CARMINATIVE BALSAM will be found a certain, safe, and prompt remedy. The most violent attacks of these complaints, no matter from what cause they originate, are thoroughly subdued by it, and no bad effects spring from its use.

FOR ASIATIC CHOLERA, CRAMPS, &c.—JAYNE'S CARMINATIVE BALSAM, if administered promptly, will afford immediate relief, the disease being thus frequently eradicated in its earliest stages.

Cholera Morbus, Sour Stomach, and all *Bowel Affections* are speedily cured by DR. JAYNE'S CARMINATIVE. It takes away all soreness of the abdomen, soothes the stomach, and restores its natural action. As a family remedy for the diseases generally so prevalent among children and adults during the summer months, it is especially recommended, being prompt in its operation, perfectly safe, and easily administered.

Prepared only at No. 242 Chesnut street.

Fine Havana Cigars—
MESSRS. DAVIS & RICHARDS,
ARCH AND TENTH,
have just received a new importation of
HAVANA CIGARS,
of the choicest brands.

Iron Safes.—Keep it before the Philadelphia public, that Lillie's so-called Burglar-Proof Safes, manufactured in Troy, New York, can be opened without noise by drilling one small hole just over the centre of the lock dial and using a small wire. Any of his Safes can, by this method, be opened in one minute after the hole has been drilled. Said hole can be drilled in from quarter, half, or two hours' time. There is no Safe of his make in use June 1, 1864, which cannot be drilled and opened in this manner.

Parties interested are referred to my Challenge to Lillie, and other facts relative to his Safes, published in the "North American," June 21, 1864, and "Sunday Dispatch," June 19, 1864.

Notwithstanding the positive assurances given by Mr. Lillie to the public that his Safes are drill-proof, persons desiring to be convinced have only to call at Evans & Watson's Salamander Safe Store, No. 16 S. Fourth street, where the operation of drilling and opening will be done in their presence every morning at 10 o'clock, until the public are satisfied that his Safes can be drilled and opened without making any noise.

DAVID EVANS,
Of the Firm of Evans & Watson.

LILLIE'S CHILLED IRON SAFE,

vs.

DAVID EVANS,

OF THE FIRM OF

EVANS & WATSON'S SHEET IRON SAFE.

The "Irrepressible Conflict" Still Progressing

To the Citizens of Philadelphia:—

Agreeably to previous notice, I shall now review the personalities and other outside matter as contained in the article headed "Philadelphia Against the World," and signed by David Evans.

As the thief, when hard pushed, is the first to cry "*stop thief*," so is the man who has *vilified, traduced*, and wrongfully *accused* his neighbor, the first to *cry villain*, and to claim the people's sympathy.

The first prominent point in this article is the writer's very modest pretensions.

He assumes to be Philadelphia *merely*, and to stand against the world *only*—extremely modest, surely. This point (having been replied to by Messrs. Lillie & Son) I pass over by simply saying that it is easy to show that Lillie & Son are much the largest patrons of this city and State of any Safe Manufacturer in the United States, as they use so much more material than any other—the product of this State.

The next point to be noticed is the writer's call on his Philadelphia friends to read an extract from The Evening Telegraph of April 16, 1864, which shows some of the different ways the common safe is opened. Now, if the reader will refer to the article in The Evening Telegraph of the 16th, he will find it there stated particularly that these ways were of common occurrence, and that they were known to burglars; and I now say the different ways pointed out were at the time well known to burglars, and had been previously published to the world.

But I seem to suit the writer's case to leave out these facts in his release. He adopts the principle that the play of *Hamlet* must be written, even though it be necessary to leave out "Hamlet." Desperate *ends* require desperate *means*, and it is evident the thief's tutor does not like to stand alone. I can, however, offer him this consolation, that notwithstanding the disposition he has shown in every way to aid the thief, he has met with but ill success.

I do not believe he can find a burglar in the country that would even thank him for all his efforts; for every professional burglar knows that if he can get a hole into a Safe lock he is all right; and unless the writer can learn the burglar how to drill chilled iron, which I very much doubt, his occupation is gone.

The next point which I notice is the very grave question put by the writer, whether it is not easier to drill one small hole through Lillie's Chilled Iron Door than twenty holes through the common Sheet Iron Door!

The reader will ask any disinterested iron-worker whether he can not drill even twenty small holes through one-sixteenth to one-eighth inch sheet iron much easier than to drill one hole through one-and-a-half to two inches solid chilled iron, and let him answer the question.

The next point which the writer alleges as the cause of the controversy is:—

That Lillie's agent, among others, called at the Consolidation Bank, on Mr. W. H. Blumer, banker, Allentown, and on the Treasurer of the West Chester Railroad, saying to the latter he could break into his bank and burglar-proof safe in five minutes; and to the two former, that he could pick their locks, made by Evans & Watson, in five minutes.

Now, I am the sole responsible agent of this city for Lillie's Safe, and I pronounce the above statements absolutely false, so far as it applies to myself, as I am not aware that I have had any conversation with either of the two latter parties on the subject of safes at all, and I have never made any such statements, as are alleged, to the former or any other person. But I take the full responsibility as to all that is published in The Telegraph of April 16, 1864, (which can be examined in my printed circular at my Depot, at any time, as the article was taken from that,) and I am prepared to sustain every position there made to the satisfaction of any disinterested person.

Thus have I reviewed the prominent points in this article, and the writer's reasons for his unreasonable attack upon Lillie's Safe are found to be mere pretense, and without the slightest foundation. The real cause will be found in a short review of the Safe history in Philadelphia. It is a fact well understood, that the writer has realized a fortune in the last few years by making Safes of the lightest material, with the cheapest lock, and in every way got up in the cheapest manner, and filled mainly with red clay (which costs nothing), to give them the appearance of weight and solidity, and that he has sold these Safes at very high prices, making an extravagant profit.

It is a fact also well understood, that within the last three years Lillie's Chilled Iron Safe has been largely introduced in this city and State in the simple fact that intelligent men have preferred a safe that had one and a half to two inches thickness of solid iron, being also drill-proof, with a thorough burglar-proof lock, to a safe that had one sixteenth to one-eighth of an inch thickness of sheet iron, with the cheapest common lock, and not burglar-proof at all, especially when the former cost only about the same price as the latter.

How does the writer attempt to remedy this difficulty? Not by improving his own safe, but by an attempt to discredit Lillie's. How does he do this? He first publicly announced that Lillie's Safe is neither fire nor burglar-proof, and republishes an array of false statements, first published by other safe makers, which he knew at the time had been publicly proven to be false. As one, he succeeded to induce a house who had one of Lillie's Safes by similar false representations, to exchange a Lillie's Safe for Evans & Watson's, by giving them a Safe he valued near $500 for, in exchange for Lillie's, which cost $175; and since about the 1st of January last, I am told he has spent much of his time in his attempt to disfigure the Safe in every way; first by sledging, then by grinding holes through it (having discovered that it had not the usual hardness). As to the Lock, he *first* claimed it was an infringement upon Evans & Watson's Alphabetical Lock, but as that was not patented it was no go; and lastly, to discredit the Lock he shows that the combination of the Lock can be picked up from the outside if a hole can be got through the door in the right place, a *wonderful* discovery, which has been fully answered. Now, why resort to all this contemptible meanness? Why not come out fairly and squarely and have Evans & Watson's Safe placed alongside of Lillie's, and have them fairly tested, both as to their fire and their burglar-proof qualities, as he has been challenged to do often? The reason is plain. The writer knows that it will not do to place 1-16 to 1-12th of an inch thickness of sheet iron against 1½ to 2 inch thickness of hard chilled iron, to stand either fire or the burglar, and "that's what's the matter."

M. C. SADLER, Agent,
No. 21 South SEVENTH Street.

P. S.—The public test of Safes that was expected to come off last week is unavoidably postponed for a week or two. The article in the *Sunday Dispatch* of the 3d of July will be answered in my next. M. C. S., Agent.

Steck & Co.'s Pianos.—
STECK & CO.'S MASON & HAMLIN'S PIANOS.
CABINET ORGANS.
STECK & CO.'S PIANOS.
J. E. GOULD,
Seventh and Chesnut streets.

E. G. Whitman & Co.,
Manufacturers of New and Delicious Confections, Almond Paste, Chocolate, Caramels, Creams La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 318 Chesnut street, below Fourth.

I. E. WALRAVEN,
SUCCESSOR TO W. H. CARRYL,
MASONIC HALL,
No. 719 CHESNUT Street.
WINDOW SHADES,
CURTAINS,
AND
MOSQUITO NETTINGS.

DICKENS'S NEW NOVEL,
OUR MUTUAL FRIEND,
PART III.,
IN
Harper's Magazine for August.
READY THIS DAY.

CONTENTS OF THE AUGUST NO. OF HARPER'S MAGAZINE.

A Club Man in Africa. Illustrated.	On the Right Footing.
Theodosia Burr. Illustrated.	Broken Images.
Missing.	Treatment of the Apparently Drowned. Illustrated.
The Military Hospitals at Fortress Monroe. Illustrated.	Our Mutual Friend. By Charles Dickens. Illustrated.
The Bend.	Prices and Investments.
The Sisters.	Monthly Record of Current Events.
The Shakespeare Tercentenary. Illustrated.	Literary Notices.
The Untried Word. By the Author of "John Halifax." Illustrated.	Editor's Easy Chair.
Woman on the Farm.	Editor's Drawer. Illustrated.
Thackeray's Denis Duval. Conclusion. Illustrated.	Fashions for August. Illustrated.

PUBLISHED BY
HARPER & BROTHERS,
1t NEW YORK.

THE NEW TAX BILL
AND
REVENUE STAMP LAW.
COPIES OF THE
New Tax Bill and Revenue Stamp Law,
For sale Wholesale and Retail, at the Principal Depot for the sale of Internal Revenue Stamps,
No. 304 CHESNUT Street, and
jy13-3t No. 103 S. FIFTH Street, Philad'a.

MILITARY NOTICES.

SHIPMATES AHOY!!!
YOUR COUNTRY IS IN DANGER!
Never let it be said that a Sailor hung back from the defense of that Flag, which it has been our pride to carry through every clime.
RALLY ROUND IT BOYS!!
The Independent Naval Battery, is now organizing at the UNION REFRESHMENT SALOON, foot of WASHINGTON street.
That Flag—our Country's Flag—we will defend it to the last!
FRANK BARR,
Lieutenant Commanding.
HENDRICK H. ELLISON. 1t*

PENNSYLVANIA RESERVES.—SECOND Regiment.—Captain ROBERT R. SMITH, of the Old 2d Reserves, after three years' service, proposes to RECRUIT A COMPANY for immediate and active service. His Headquarters are at No. 418 LIBRARY Street, and in front of Independence Hall. The "Stout Men of Philadelphia" should encourage this patriotic movement, and insure to the men in his command the advantage of experienced officers. jy13-2t

FIRST COAL REGIMENT.—CAPTAIN Moore's old Company F, recruiting at C. B. MILLER'S, No. 721 SPRING GARDEN Street. $50 City Bounty. Fall in, boys! [1t*] WM. WILSON, Captain.

ARTILLERY DAHLGREN LIGHT Battery, No. 808 MARKET Street, Recruiting for the Emergency.—Members of the Company of the late Howitzer Battery, and others, come and enroll themselves at once for service. By order of
E. S. CAMPBELL, O. S. [1t*] Capt. E. S. MILLER.

COAL REGIMENTS

IN THE FIELD.

OFFICERS
ORGANIZING COMPANIES,
AND
DESIROUS OF JOINING THIS REGIMENT, WILL REPORT IMMEDIATELY AT THE
COAL EXCHANGE,
No. 205½ WALNUT STREET.
$50 CITY BOUNTY.
Recruiting expenses paid by the Committee.

J. G. FELL,
W. HUNTER, JR.,
ALFRED DAY,
JNO. ROMMEL, JR.,
DAVIS PEARSON,
JNO. E. GRAEFF,
JESSE M. COOK,
jy12-3t Committee.

FIFTH UNION LEAGUE.
NATIONAL GUARD REGIMENT,
COLONEL HARMANUS NEFF.
HEADQUARTERS, RACE STREET, BELOW SIXTH.

This Regiment is accepted
FOR ONE HUNDRED DAYS' SERVICE.
$50 BOUNTY $50

All the officers of this Regiment have seen service in the field, and citizens enlisting in any of the Companies can do so with the certainty of having competent and experienced officers to command them.

Let every citizen look at the danger that threatens, the importance of prompt action, and the necessity of reinforcing our armies for a short time, and determine to enlist at once, and aid in crushing the Rebellion. Remember that our

NATIONAL CAPITAL IS AGAIN THREATENED!
Do not hesitate, but come at once!
NOW IS THE CRISIS!

Come every man that can; and future generations will bless you for the support you give at this important period of the war and for our country's history. jy12-3t

RECRUITS WANTED FOR THE CITY of Camden, New Jersey. Bounties large. Apply at the City Clerk's Office, No. 418 FEDERAL Street. jy11-6t*

TO MEN OF COLOR.
AUTHORITY HAS BEEN RECEIVED
TO RAISE
A REGIMENT
OF
MEN OF COLOR
FOR ONE HUNDRED DAYS.

RALLY MEN OF COLOR, AT ONCE FOR YOUR COUNTRY! Arm for the defense of your homes! Rouse yourselves for the emergency. A Regiment ought to be raised within TWO DAYS. Chester and Delaware counties will send three Companies. Bucks and Montgomery will do as well. What will Philadelphia do?

COLONEL TAGGART,

Late Colonel 12th Regiment Pennsylvania Reserves, will command, and the Officers will be the graduates of the Military Board at Washington.

CITY BOUNTY OF (50) FIFTY DOLLARS
will be paid each man.
COME, THEN, TO HEADQUARTERS,
No. 1210 CHESNUT STREET,
AND ENROLL YOUR NAMES. jy12-3t

BLUE RESERVE REGIMENT.
THIS ORGANIZATION
Having been accepted by the Government, will receive Recruits at the
REGIMENTAL ARMORY,
No. 505 CHESNUT STREET.
The regiment will be organized under the command of
COLONEL C. M. EAKIN,
LATE OF THE RESERVE BRIGADE,
And a Graduate of West Point.
JOHN H. DYE,
jy12-2t Acting Adjutant.

COMPANY F, GRAY RESERVES.
THIS COMPANY IS NOW RECRUITING
For the emergency under
MAJOR HENRY'S CALL, AT CITY ARMORY,
Broad Street, below Race.
and will go into active service as soon as filled. All good citizens, who desire to go into service
AT ONCE,
are invited to enroll their names.
By order,
H. C. KENNEDY, Captain.
S. C. BEHM, O. S. jy12-2t

FIFTY DOLLARS BOUNTY.
COMMERCIAL REGIMENT,
COLONEL A. LECHLER, Commanding.
Recruits Wanted for Company I.
HEADQUARTERS AT THE "MODEL."
No. 217 S. FOURTH ST.
Captain ALBERT ROHRMAN,
First Lieutenant FRANK C. BENSON.
Second Lieutenant CHARLES W. ROGERS.
jy11-3t*

VETERANS TO THE FRONT!
OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, No. 412 PRUNE Street, July 11, 1864.
Veterans whose terms of service have expired can now re-enlist under the most advantageous conditions, and while assisting their country at this crisis can secure an ample provision for their families during their absence.
By applying to this Committee they will be put into the service as substitutes, and will receive on the day of muster
SIX HUNDRED AND FIFTY DOLLARS IN CASH,
In addition to the bounty offered by the Government.
Veterans, the country looks to you to uphold her flag against the advancing hosts of Rebellion.
Apply at the office of the Committee from 10 A. M. to 2 P. M.
DANIEL STEINMETZ, Chairman,
J. G. ROSENGARTEN, Treasurer,
J. I. CLARK HARE,
JOHN THOMPSON,
CLEMENT B. PENROSE,
jy12-6t HENRY C. LEA.

ARMORY OF COMPANY A,
GREY RESERVES PENNSYLVANIA MILITIA,
No. 810 MARKET STREET.
PHILADELPHIA, July 12, 1864.
The Regiment having resolved to tender their services for the emergency, the members of Company A are notified to attend at their Armory and sign the roll.
jy12-2t J. D. KEYSER, Captain.

THE MEMBERS OF COMPANY G, MERCHANTS' REGIMENT, are requested to report themselves at the Headquarters of the Regiment, CHESNUT Street, below Fifth.
OLD MEMBERS HAVE A CHANCE FOR PROMOTION.
TH. K. VOGEL,
jy12-2t Recruiting Officer.

COMPANY F, GRAY RESERVES.—THE Company is now Recruiting at the Armory, BROAD Street below Race, and will go out at once.
Former members and good citizens generally are invited to attend at the Armory and enroll their names.
By order, H. C. KENNEDY, Captain.
S. C. BEHM, O. S. jy11-3t*

TO SUBSTITUTES.—$650 BOUNTY.—
OFFICE CITIZENS' VOL. SUBSTITUTE COMMITTEE,
No. 412 PRUNE Street, July 9, 1864.
This Committee is now prepared to receive Volunteers who are not liable to military duty. It will have them mustered in as substitutes, and will pay them on the same day the sum of six hundred and fifty dollars in cash, without deduction for commission or brokerage.
In addition to this, substitutes are entitled to Twenty-five Dollars Government Bounty, and one month's advance pay.
For further particulars, apply at the office of the Committee, between 10 A. M., and 2 P. M.
Daniel Steinmetz, Chairman, | John Thompson,
J. G. Rosengarten, Treas'r. | Clement B. Penrose,
J. I. Clark Hare, | Henry C. Lea. jy11-6t

OFFICE CITY BOUNTY COMMISSION,
No. 412 PRUNE Street.—"Substitutes."—The City Bounty of two hundred and fifty dollars will be paid in cases where enrolled citizens of Philadelphia, in advance of the draft, put in three years' substitutes not liable to draft, and proper credit is given upon the quota of their districts.
If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being credited is entitled to the bounty.
The opportunity is thus afforded for citizens to aid the cause, while securing exemptions for themselves, and assisting the city to fill its quota. jy5

HEADQUARTERS PROVOST MARSHAL,
First District, Pa.
PHILADELPHIA, June 28, 1864.
The names of persons removing to or from this District will be added to or stricken from the lists of enrolment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to appear and point out errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken off the lists if he can show satisfactorily that he is not properly enrolled, on account of *Alienage, Non-residence, Over-age, Permanent Physical Disability.*
A compliance with the foregoing suggestions is earnestly solicited.
WM. E. LEHMAN,
je29-tf Captain and Provost Marshal.

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.
Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best equipped Corps in the service. Prize Money in abundance.
THE LOCAL BOUNTIES PAID TO RECRUITS.
For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.
JAMES LEWIS,
Captain and Recruiting Officer,
my5-tf No. 311 S. FRONT Street.

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
AND OTHER
MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
OF
GEORGE W. SIMONS & BRO.
SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. 1st

WANTS.

WANTED, AN ENGINEER—Apply at No. 806 CHESNUT Street. jy 4 tf

TEAMSTERS WANTED.
CHIEF QUARTERMASTER'S OFFICE,
WASHINGTON DEPOT,
WASHINGTON, D. C., July 4, 1864.
Wanted, at once, THREE HUNDRED TEAMSTERS each capable of driving with single line, and managing six mule teams.
To such who are competent to perform the duty, the pay per month will be thirty dollars, with one ration per day, and hospital privileges, including the best medical attendance when sick.
Apply to Captain CHAS. H. TOMPKINS, A. Q. M., U. S. A., corner of TWENTY-SECOND and G Streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy11-13t Depot of Washington.

BLACKSMITHS AND WHEELWRIGHTS Wanted.
CHIEF QUARTERMASTER'S OFFICE,
WASHINGTON DEPOT,
WASHINGTON, D. C., July 4, 1864.
Wanted at once, to work in Government Repair Shops, Quartermaster's Department, Depot of Washington, One Hundred (100) good BLACKSMITHS and One Hundred (100) good WHEELWRIGHTS.
The pay per month will be Sixty Dollars ($60), with one (1) ration per day, and hospital privileges when sick.
Apply to Captain CHARLES H. TOMPKINS, A. Q. M., United States Army, corner Twenty-second and G streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy4-18t Department of Washington.

FOR SALE AND TO LET.

FOR SALE.—$50,000 WORTH IN GOOD Houses, large and small, on terms to suit purchasers, either with or without incumbrance, for cash and good trade. Inquire of, from 10 to 12 o'clock, A. M., THOS. M. FLOWMAN, No. 707 S. FOURTH Street.

COUNTRY SEAT FOR SALE.—A splendid country Residence, with all modern conveniences and two acres of ground, half a mile from Kennett Square, and adjoining elegant mansion of Bayard Taylor. It will be sold at great sacrifice by creditors. Railroad and telegraph within fifteen minutes' ride. Apply to C. H. PAINTER, or W. E. WADDELL, Esq., West Chester, Pa., or JACOB HUEY, Hamorton, Penna. jy6

ANNUAL EXCURSION OF THE YOUNG Men's Christian Association to ATLANTIC CITY, FRIDAY, July 15, 1864. Tickets, $1.50, can be procured at Ashmead & Evans, 724 Chestnut street, at the Rooms of the Association, 1109 and 1011 Chestnut street, and at the wharf on the morning of the excursion. Last boat leaves Vine street wharf at 6 o'clock A. M. promptly. jy8-6t

DELIGHTFUL EXCURSIONS
ON THE
RIVER SCHUYLKILL.
The Steamboat GENERAL HOOKER, Captain MARKLE, leaves Fairmount every hour for Schuylkill Heights, Laurel Hill, Belmont Cottage, the Falls and Wissahickon. jy1-tf

HARPER FOR AUGUST!!
ONLY 20 CENTS! ONLY 20 CENTS!
PITCHER'S,
jy12-3t No. 808 CHESNUT Street.

OIL CLOTHS OF EVERY VARIETY manufactured and for sale by
BREWSTER HAVILL & CO.,
jy8-1m* No. 2[illegible] DOCK Street, Philad.

C. B. WRIGHT & CO.
No. 142 S. THIRD STREET,
OPPOSITE THE EXCHANGE.
Dealers in Government and State Securities, Quartermasters' Checks and Vouchers, and Certificates of Indebtedness.
Orders for the purchase and sale of Stocks and Loans promptly executed. fe3-wfm tf

INVALIDS AND CONVALESCENTS, In-
valids and Convalescents,
Invalids and Convalescents,
Invalids and Convalescents,
Especially
Especially
Females in Feeble Health,
Females in Delicate Health,
Females in Delicate Health,
Will find our
California Wines, California Wines,
California Wines, California Wines,
California Wines, California Wines,
peculiarly valuable in all cases of languor and great prostration of strength.
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Drs. McClelland, Gebhard, Samuel Jackson,
(of the Pennsylvania University)
Hering, Berens, Groves, Hartshorne
Schmoele, Williams, Hartley, Neidhard,
Wilson, Tilcal, Vinal, Foudey,
Knorr, Mayland,
and other leading physicians, what they think of the medicinal virtues of California Wine! These gentlemen prescribe our brands, and assure us of the benefits patients receive from their use!
CALIFORNIA WINE AGENCY,
je21-1m No. 42 S. FIFTH street, above Chesnut.

CLERK'S OFFICE, COMMON COUNCIL.—
Philadelphia, July 5, 1864.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled
"AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES,"
Is hereby published for public information.
WM. F. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN
TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor is hereby authorized to borrow at not less than par, on the credit of the corporation, such sums of money as may be required by the City Treasurer, from time to time to provide for the families of soldiers from the city of Philadelphia in the service of the United States, and for the defense of the city, not exceeding in the whole the sum of five hundred thousand dollars, for which interest not to exceed the rate of six per cent. per annum shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be issued in such amounts as the lenders may require, but not for any fractional part of $100, or if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue hereof there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estate and from the sums raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates, so issued, shall be appropriated quarterly out of the income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION
AUTHORIZING THE CLERK TO PUBLISH THE ORDINANCE.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers in this city, daily for four weeks, the ordinance presented to Common Council, at a stated meeting thereof, held on the 30th day of June, 1864, entitled "An Ordinance to Authorize an Additional Loan to meet the expenses incident to the defence of the City, and for other purposes." And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each said newspapers for every day in which the same shall have been made. jy9-4w

A JOINT RESOLUTION PROPOSING CERtain Amendments to the Constitution.

Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, That the following amendments be proposed to the Constitution of the Commonwealth in accordance with the provisions of the tenth article thereof:—

"There shall be an additional section to the third article of the Constitution, to be designated as section four, as follows:—

"Section 4. Whenever any of the qualified electors of this Commonwealth shall be in any actual military service, under a requisition from the President of the United States, or by the authority of this Commonwealth, such electors may exercise the right of suffrage in all elections by the citizens, under such regulations as are, or shall be, prescribed by law, as fully as if they were present at their usual place of election."

Section 2. There shall be two additional sections to the eleventh article of the Constitution, to be designated as sections eight and nine, as follows:—

"Section 8. No bill shall be passed by the Legislature containing more than one subject, which shall be clearly expressed in the title, except appropriation bills."

"Section 9. No bill shall be passed by the Legislature granting any powers, or privileges, in any case where the authority to grant such powers, or privileges, has been, or may hereafter be, conferred upon the courts of this Commonwealth."

HENRY C. JOHNSON,
Speaker of the House of Representatives.
JOHN P. PENNEY,
Speaker of the Senate.

OFFICE OF THE SECRETARY OF THE COMMONWEALTH.
HARRISBURG, April 25, 1864.

PENNSYLVANIA, ss.

{ L. S. } I do hereby certify that the foregoing is a full, true, and correct copy of the original Joint Resolution of the General Assembly, entitled "A Joint Resolution proposing certain Amendments to the Constitution," as the same remains on file in this office.

In testimony whereof, I have hereunto set my hand and caused the seal of the Secretary's office to be affixed, the day and year above written.

ELI SLIFER,
Secretary of the Commonwealth.

The above Resolution having been agreed to by a majority of the members of each House, at two successive sessions of the General Assembly of this Commonwealth, the proposed amendments will be submitted to the people for their adoption or rejection, on the first Tuesday of August, in the year of our Lord one thousand eight hundred and sixty-four, in accordance with the provisions of the tenth article of the Constitution, and the act, entitled "An Act prescribing the time and manner of submitting to the people, for their approval and ratification or rejection, the proposed amendments to the Constitution," approved the twenty-third day of April, one thousand eight hundred and sixty-four.

ELI SLIFER,
ap27-f1Au2 Secretary of the Commonwealth.

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware avenue, above Laurel Street.

Evening Telegraph

WEDNESDAY, JULY 13, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

HISTORIC LESSONS.

From the Tribune.

Just half a century ago, a hostile fleet appeared in Chesapeake Bay, and landed on the Patuxent a couple of brigades, which made a vigorous push on the Federal metropolis. They were confronted at Bladensburg by a hastily collected Union force, mainly composed of Maryland militia, which ought to have arrested their progress, but served rather to accelerate it. The British speedily chased the shattered remains into Washington, which they soon left behind in a wild, mad race for life. The British pursued no further, but, burning the public edifices and stores, with the establishment of the Government printers, returned to their ships as hurriedly as they came. They next made an attempt on Baltimore, but were repulsed and their commander slain. They then took themselves off, and made no further serious demonstration in that quarter.

We had then been more than two years at war, with checkered fortunes, but, on the whole, with indifferent success. We had commenced the struggle utterly unprepared, and under indifferent military leaders. The Government, it was generally felt, had not evinced decided vigor and energy in the prosecution of the struggle. The public expectation had not been fulfilled by its progress. The people had, in large measure, become disheartened and inert. A powerful and active party clamored loudly for peace—peace on any terms. A separation of certain disaffected States from the Union was loudly demanded. The country seemed on the brink of dissolution or ruin. Its credit was at a low ebb, and its currency rapidly depreciating. Government obligations, drawing twelve per cent. interest, were sold at a heavy discount, though paid for in the depreciated paper of insolvent banks. On every side, discontent, discouragement, and apathy were manifested, and the final catastrophe seemed imminent.

The raid on Washington changed all this as if by magic. The Opposition increasingly denounced the incompetency, imbecility, and impotence of the Administration, clamoring loudly for peace, and the people did not respond. They may have blamed or pitied their rulers, but they rallied for the salvation of their Government. Forthwith unwonted triumph began to gild their banners. A formidable British expedition, under Sir George Provost, was arrested at Plattsburg, the co-operating fleet destroyed, and the land force hurled back into Canada defeated and shattered. Blow after blow, well aimed, went home to the vitals of the enemy, until at New Orleans, a few months afterwards, the contest was closed by a fearful and sanguinary British defeat, and peace once more gladdened our exulting countrymen. And nothing had so much contributed to revive our national spirit, and thus insure those great successes, as that very raid on Washington which was fondly expected to hasten and confirm our national overthrow.

For years we have been hoping that the Rebels would assail Washington City. Their Secretary of War threatened its capture directly after the reduction of Fort Sumter. They might easily have taken it the day after their initial triumph at Bull Run. They ought to have assaulted it directly after their victory over Pope on nearly the same ground. At last—three years after they should have done it—they have made their rash on the Federal capital. We rejoice at this; for, whatever the immediate result, we are sure that the ultimate consequences cannot fail to conduce to a conclusive national triumph.

THE REBEL INVASION AS AFFECTING THE MILITARY SITUATION.

From the Times.

What is the real military importance of this Rebel movement North? Does it materially change the military situation, which was previously regarded to be very favorable? These questions are important; for the Copperheads are doing their best to make the invasion a means of disheartening and disgusting the people with the war. They always use every unpleasant turn of affairs to make it appear that the Rebellion cannot be overcome. Some of them, in view of the interests of their party, avoid making this argument in set terms, but they, none the less, take good care to shape their language to produce this impression. There are many faint-hearted, yet well-meaning men, who have no broader faith in the final issue than what passing events supply. The opponents of the Government seize every opportunity to play upon the fears of these people, in one way or another, and often with considerable effect, as the ballot-box shows.

This Rebel movement was not expected, and no particular preparation was made to guard against it. It is represented to be all the more unfortunate on that account. In fact it is a strong indication that there is no serious danger in it. Lieutenant-General Grant, from the commencement of his present campaign, has had the entire disposal of all the national forces. His military judgment, all admit, is excellent. It is fair to presume that, after crossing the James he would not have left the Upper Potomac comparatively undefended, if anything serious was to be apprehended by a movement of the enemy across it. The route northward from the enemy's position was notorious enough, for they have traversed it again and again. Their ability to put troops on that route was plain enough. General Grant's omission to bar up the route by fortifications and heavy detachments would have been the most enormous of military blunders, could the enemy gain any decisive advantage by it. It might be safely assumed that he is incapable of any such blunder.

This antecedent presumption is every way borne out by the result thus far realized. The Rebels who have crossed the Potomac have gained no military advantage. They have not even ventured to assail any important military point. They have ridden pretty much at random through Maryland, plundered a few houses, torn up a few rails, burned a bridge or two, and stirred up a good deal of harmless dust. They have made one stiff little fight, but have nothing to show for it. The ten days during which they have been operating have yielded them nothing of any mentionable value.

We say nothing of their picking up Major-General Franklin. If they have accomplished no more, when we had but a mere handful of troops to interfere with them, it may well be believed that they can do nothing in the days to come. Troops—veterans, as well as militia—are now pouring in upon them from all quarters. They must soon retreat or be hemmed in. Even now it is very doubtful whether they can return to their lines in Virginia without great losses, both of men and material. It is, indeed, possible that they may be captured *en masse*.

The plunder they will carry with them, if they return without any further harm, must be very limited, for they have no transportation trains of any account. In every point of view, the Rebel movement, which the Copperheads have treated as if it were a disastrous turn to the summer's campaign, now appears to have no material bearing whatever upon the military situation.

That situation, it should be kept in mind, is full of promise. All reasonable hopes are fast being consummated. Sherman has overcome all the tremendous obstacles that lay in his path to Atlanta, and is now virtually the master of that key to the whole Southwest. Grant has effected a lodgment in the rear of Richmond, which substantially gives him the command of communications that are indispensable to the Rebel capital, and from which it is impossible for Lee to displace him. General Grant, whose indisposition to boast is as well understood as his ability to perform, does not hesitate to declare his absolute confidence that, with his present foothold, he can compel the abandonment of Richmond at no distant day.

Even during the very investment of Vicksburg he was never better assured in his own mind of the ultimate result, than he now is of the early fall of the Rebel capital. What his particular mode of operations is going to be, how much he trusts to hard fighting, and how much to the effects of his still, stern gripe, we do not profess to know, nor is it necessary to know, in order to participate in his confidence. The general advantages of his position are apparent to everybody. The character of his army insures that he has the means, his own character insures that he has the ability, to turn those advantages to the best account. The people, therefore, even without a knowledge of his particular plans, can justly anticipate with confidence what he regards as a certainty.

Let no true man heed the outcries of the Copperheads concerning the terrible aspects of this "invasion." They are merely fit to frighten children. Those who care to learn the real progress and prospects of the war should look only to the operations against Richmond and Atlanta. These alone will tell the story.

—Miss Laura Goodnow, recently the soprano of the Universalist Church in Springfield, Mass., has been engaged at a salary of $500 a year at King's Chapel, Boston.

GENERAL RICKETT'S ENGAGEMENT.

The Retreat of General Wallace.

BALTIMORE, Md., July 11.—When General Wallace fell back from Frederick to this side of Monocacy bridge, on the night of the 8th of July, he disposed his little force in line of battle, the railway bridge being his centre, Clendenin's Cavalry occupying the extreme left over towards Urbana, and the 11th Maryland, one hundred days men, the extreme right on the Baltimore turnpike.

The Attack upon General Ricketts.

Towards noon on the 10th the Rebels, with about an equal force of infantry, came down from the direction of Frederick, and attacked our front and left centres, held by General Ricketts' veterans. Previous to this Colonel Clendenin had despatched Major Waite with three companies of the 8th Illinois Cavalry down to the extreme right to burn some bridges and return with another company already there. Before reaching his destination, however, the Major received a message from the Colonel, advising him to return at once if possible, as a force of the enemy had already started in his rear.

The Major sent one company to join the first one, and returned by a circuitous route to the left with the other two. This left two companies of cavalry on our right and their own left. This was the condition of affairs when the enemy made the attack. Our men awaited the charge until their opponents were very near them, when they opened upon them a most deadly volley and checked their progress. Ricketts' men then commenced a charge, with a splendid prospect of gobbling the whole party, but had not proceeded far before two other columns, twice the numbers of the first, came out of the woods, with the evident intention of playing the same game on them. Of course they were obliged to resume their original position, which they did in good order, and held it quite obstinately for several hours, although greatly outnumbered. When they finally fell back at night it was without confusion or disorder.

All honor to this devoted little division, only a portion of which was engaged. Veteran cavalrymen who witnessed the whole action from an elevated position on the left declare that they never saw a better contested fight, nor one in which more cool, defiant, and persistent courage was exhibited.

The Casualties.

I send you the names of a few of the officers who are reported as among the killed, wounded, and missing:—

Captain A. E. King, Assistant Adjutant-General, Ricketts' Division, wounded mortally in the side.

Captain Leonard, Assistant Adjutant-General to Jersey Brigade, wounded in the head with shell.

Captain Lamus, wounded in the arm.

Captain G. J. Oakes, wounded in the head.

Captain D. R. Burnham, of General Ricketts' staff, wounded.

Captains Paine and Chamberlain, wounded, and Captain Hooker and Quartermasters Powell and Kingston, killed, of the 106th New York.

Lieutenant-Colonel Hall, 14th New Jersey, wounded.

Colonel Emerson and Lieutenant-Colonel Fay, 151st New York, wounded.

Lieutenant-Colonel Stahel, 87th Pennsylvania, missing.

Adjutant Martin, 87th Pennsylvania, mortally wounded.

Lieutenants Spangler, Haack, and Delterich, 87th Pennsylvania, killed.

Captain Myers and Lieutenant W. F. Baker, 87th Pennsylvania, missing.

A Battle Flag Captured.

The 8th Illinois captured a battle flag of the 17th Virginia Cavalry, and Colonel Clendenin to-day presented it to General Wallace.

SPECIAL NOTICES.

ATLANTIC CITY EXCURSION TO-morrow.—Last boat leaves at 6 A. M. Those who can meet at Redding, Sixteenth and Coates, this evening, at 8 o'clock, for particulars. Cars leave BROAD and RIDGE at 5 o'clock. In behalf of the Committee

1t* A. MANSHIP, Secretary.

OFFICE OF THE GIRARD COLLEGE Passenger Railway Company, corner of COLUMBIA and RIDGE Avenues,

PHILADELPHIA, July 11, 1864.

The Board of Directors of "The Girard College Passenger Railway Company" have this day declared a dividend of ONE DOLLAR per share on each share of the capital stock of this Company, payable on the 18th inst. to the stockholders or their legal representatives, clear of all taxes.

The Transfer Books will be closed till the 18th inst.

WM. S. BLIGHT,

jy13-wfm4t

OFFICE OF THE MAYOR OF THE City of Philadelphia, July 11, 1864.—A despatch was last evening addressed by the Mayor to the Secretary of War in the following terms:—"Will you authorize citizens to enlist for the immediate defense of Baltimore and Washington, to remain in service only during such emergency? It is believed that only thus can prompt and large aid be assured."

To such inquiry the Mayor received at noon a response, as follows:—

"In answer to your telegram of last night, the President directs me to say that the Government will accept the services of any patriotic citizens for such term as they may be disposed to offer, but cannot undertake to organize them. That must be done by the local authorities while the Government will render any assistance in its power for arming, supplying, and transporting them to such points as they can be useful.

"EDWIN M. STANTON,
"Secretary of War."

In accordance with the purport of the foregoing, I do hereby invite and urge the citizens of Philadelphia forthwith to organize companies of minute men, to proceed as soon as possible to the aid and defense of our neighboring cities, and to this end every facility will be given by the municipal authorities, upon application to their Committee on Defense, now sitting at Chesnut and Fifth streets.

ALEXANDER HENRY,
Mayor of Philadelphia.

OFFICE OF THE MAYOR OF THE City of Philadelphia, July 11, 1864.

The Committee on City Councils on Defense and Protection will be in permanent session at the Committee Room, corner of FIFTH and CHESNUT Streets, where it will be in immediate communication with the Mayor and with the General Commanding, and will be able to furnish information.

All officers recruiting under the calls of the Governor will please to report at such Committee Room without delay. It is urgently requested that they will comply with this desire of the municipal authorities.

ALEXANDER HENRY,
jy11-tf Mayor of Philadelphia.

OFFICE OF THE PHILADELPHIA and Gray's Ferry Passenger Railway Company, N. W. corner TWENTY-THIRD and SOUTH Streets.

PHILADELPHIA, July 6, 1864.

The Board of Directors have this day declared a dividend of ONE DOLLAR AND FIFTY CENTS per share, on the full paid shares of this Company, clear of taxes, payable on and after the 18th inst., until which time the books will be closed.

Stockholders holding the old certificates, will oblige by having the same converted prior to the 18th inst., to enable the Treasurer to credit them with their share of the dividend.

JAS. McFADDEN, Jr.,
jy8 9 11 13 16 18* Secretary.

CITIZENS' VOLUNTEER SUBSTITUTE Committee.

This office is for the present at

No. 412 PRUNE Street.

Office hours for SUBSTITUTES from 10 to 2, and 4 to 6. For CITIZENS, from 12 to 2.

No applications can be received without payment. All checks must be drawn to the order of J. G. Rosengarten, Treasurer. jy1-tf

OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, S. E. corner WALNUT and SIXTH Streets, July 6, 1864.

The Citizens' Volunteer Substitute Committee proposes to assist in raising troops by aiding citizens in procuring substitutes and facilitating the payment of bounties, in the following manner:—

Enrolled citizens who desire to furnish substitutes in advance of the draft will pay the sum of four hundred dollars to the Treasurer, J. G. Rosengarten, Esq., S. E. corner Sixth and Walnut streets, receiving his acknowledgment that the money will be returned if a certificate of exemption is not procured, and giving to him a power of attorney, duly stamped, to collect the city bounty for the benefit of the substitute. The names of applicants will be registered in the order of their application, and certificates of exemption will be procured and furnished in that order. As soon as the certificate is obtained, the principal will be notified through the Post Office that it is ready for delivery on return of the Treasurer's receipt, when the duty of the Committee will cease.

The Committee has official assurance that the certificates which it will procure will exempt the principals for the term specified.

The Committee will also endeavor to procure representative recruits for citizens not enrolled, on payment of FOUR HUNDRED DOLLARS.

DANIEL STEINMETZ, Chairman.
J. I. CLARK HARE,
JOHN THOMPSON,
CLEMENT B. PENROSE,
J. G. ROSENGARTEN, Treasurer.
jy7-6t HENRY C. LEA, Secretary.

TELEGRAPH NOTICE.—THE SECOND NATIONAL BANK OF PHILADELPHIA, AT FRANKFORD,

Would give notice that, having effected an arrangement with the

INDEPENDENT TELEGRAPH LINE,

A telegraph office is now open at the Bank, for the accommodation of the public, connecting Frankford with all telegraphic points

EAST, WEST, NORTH, AND SOUTH.

Philadelphia messages sent and received at a rate so low that persons valuing time and money will find telegraphing cheaper than any other method of despatch.

WILLIAM H. RHAWN,
[jy7-6t] Cashier.

OFFICES.

No. 412 Chesnut street,	No. 9 S. Third street,
No 204 Walnut street,	Merchants' Exchange,
Merchants' Hotel.	Second National Bank.

OFFICE OF THE FRANKFORD and Southwark Philadelphia City Passenger Railroad Company, BERKS Street, below Fourth.—Philadelphia, July 6, 1864.—The Board of Directors have this day declared a dividend of Three per cent upon the Capital Stock of the Company, out of the earnings of the past six months, payable to the stockholders or their legal representatives, clear of all taxes, on and after the 18th inst. The Transfer Books will be closed until 18th inst.

jy7-12t CHARLES R. ABBOTT Secretary.

THE INTEREST ON THE BONDS of the Wyoming Valley Canal Company, due July 15, 1864, will be paid at the Bank of North America.

jy11-3t*

DEAFNESS AND BLINDNESS.—J. Isaacs, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above-named members with the utmost success. Testimonials from the most reliable sources in the city and country can be seen at his Office, No. 511 PINE Street. Artificial Eyes inserted without pain. No charge made for examination. Office hours from 8 to 11 A. M., 2 to 7 P. M. No. 511 PINE Street. je7-3m

---

CHEAP DRY GOODS, CARPETS, OIL Cloths, Matting, and Window Shades.

V. E. ARCHAMBAULT,

N. E. corner ELEVENTH and MARKET Streets, Will open, this morning, from auction, Ingrain Carpets, all wool, at $1, $1·25, $1·37, $1·50, $1·62, $1·75, $1·87 and $2.

Ingrain Carpets, wool filling, 75c.
Hemp Carpets, 50c.
Rag Carpets, 87c.
Entry and Stair Carpets, 25c. to $1·50.
Floor Oil Cloths, 50c. to 75c.
Gilt Bordered Window Shades, $1·50 to $3.
White and Red Check Matting, 38 and 45c.
Buff and Green Shading, 50c.

CHEAP DRY GOODS AND TRIMMINGS.

Muslins in great variety from 25 to 50 cents; Wide Sheeting and Pillow Muslins, 62c. to $1·37; New York Mills Muslins, 75c.
Table Linens, $1 to $1·75.
Napkins, $1 to $5 cents.
Crash, 16 to 20 cents.
Table Covers, $2 to $3·50.
Alpacas, all colors, 37 to 87c.; Black and Wool Delaines, 50 to 87 cents.
Summer Shawls, $3·00 to $6.
Flannels, 40c to $1; Lawns, 40c.; Coats' Spool Cotton, 14 cents; Skirt Braid, Scents; Pins, 5c.; Hooks and Eyes, 3 cents. Ladies' and Gents' Cotton Stockings, 18 to 25c.

Wholesale and Retail Store, N. E. corner ELEVENTH and MARKET Streets. jy9-6t

RUN NO RISK!!!—

We refund the money, if desired, for every lot of Shirts which fail in any respect.

FINE SHIRTS,

CUT LENGTHWISE OF MUSLIN.

Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·00.

Williamsville Mills Muslin, and fine Linen Bosoms, Only $3·75.

GENTLEMEN'S FURNISHING GOODS.

SMITH & JACOBS,

my3-6m No. 1226 CHESNUT Street.

1024 CHESNUT STREET.

The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.

An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT GOLD VALUE.

100 Printed Linen Cambric Dresses.

100 pieces Puffed, Tucked, and Striped Muslins.

E. M. NEEDLES.

1024 CHESNUT STREET.

1024 CHESNUT STREET. 1024 CHESNUT STREET.

628 HOOP SKIRTS. 628

Manufactory, No. 628 ARCH Street,
Above Sixth street,
Philadelphia.

Wholesale and Retail.

The most complete assortment of Ladies', Misses', and Children's Hoop Skirts in the city, in every respect first-class, which for style, finish, durability, and cheapness, have no equal in the market.

Skirts made to order, altered, and repaired.

fe1-1y WM. T. HOPKINS.

VANCE STEWART ROCK OIL COMPANY.

Incorporated June 29, 1864.

Capital, $300,000.

60,000 SHARES..........................$5 A SHARE—PAR.

Subscription $3 each share to original subscribers for 50,000 shares payable $1 cash down upon subscribing, and two other instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES

Reserved for Benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very core of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending a considerable distance up on both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny River Territory is yielding an abundant and permanent harvest of an excellent quality of Oil, the numerous wells bordering its banks producing oil with even still greater regularity than the wells along Oil Creek.

It is believed the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification or volcanic disruption of rock dips in a southwestwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down the river where, however, there would necessarily be the most permanent, and a much greater supply and superincumbent body or stake of Oil. It is certain that scores of wells on the river, in the immediate vicinity of this land, have continued producing during the past three or four years an unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrically straight line, and only distant *on a continuation of the identical same gorge* between the range of hills from each other about three miles apart in precisely the same direction. It would, therefore not be extraordinary, if by boring wells on this tract a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may seem to rival those of Oil Creek in their supplies of hundreds of barrels of oil daily, and enormous profits would thus be the fortunate result to the shareholders of this company.

On this particular tract of land there has been let on lease for twenty years, a well *now pumping a fair portion* of good Oil, although its depth of bore is considered quite insufficient to insure a large flow. Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owner of the land, and will at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet deep each, but not yet tubed, but indicating a first-rate show of Oil; a barrel a day can generally be scooped out of them, and no doubt seems to exist that they will be proved highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The fee of this valuable oil land, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, *now pumping*, and the entire right of the three wells partially developed, is purchased by the Company direct from the owner, for the moderate price of $137,550, with a first Mill in fine order, a stone house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $12,450 cash working capital on hand, with which to complete the three old wells, and also to bore two new wells, with five steam engines, &c., all to be in running order within a few months; arrangements will be made to accomplish these objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are notorious. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $42 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sand-stone Rock. Wells have been bored heretofore to the depth only of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title clear of all incumbrances is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAHEN, the Treasurer of the Company, No. 466 WALNUT Street, or at No. 125 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus. jy5-tf

EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice.

Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care and is warranted in every instance.

Also, Steam and Water Gauges, with Scotch glass tubes, self cleaning gauge-cocks, &c.

Send for circular containing Philadelphia letters and circulars. AUGUSTUS S. BATTLES,

jy8-1m No. 24 S. SIXTH street.

NO DECEPTION.—NO INFERIOR COAL purchased to close below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined. Egg and Stove sizes, $11; Large Nut, $10 per ton.

Consumers should make their purchases at once, previous to another advance. je14-3m

PATRIOTIC MEDALS.

PATRIOTIC MEDALS.

An acceptable Offering to every Patriot.

The only correct and authorized

MEDALLION LIKENESSES

OF

PRESIDENT LINCOLN,
GENERAL GEORGE WASHINGTON,
LIEUTENANT-GENERAL GRANT,
GENERAL GEORGE B. McCLELLAN,

Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted. E. ATKINS,

Box 2166 Philadelphia Post Office.

Manufactured at No. 633 ARCH Street. jy2-1m

JOHN CRUMP,

CARPENTER AND BUILDER,

No. 213 LODGE STREET.

A large force of building mechanics of all branches always on hand. ap6-wim6m

NEW COMPANIES FORMING CAN BE supplied with

CERTIFICATES OF STOCK,
TRANSFER BOOKS,
STOCK LEDGERS,
CHECKS, NOTES, DRAFTS.

And every variety of Account Books and Stationery, on reasonable terms, at

WILLIAM MANN'S,
Stationer, Printer, and Blank Book Manufacturer,
No. 43 S. FOURTH Street,
ap29-3m Philadelphia.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS.

For Warming and Ventilating Public Buildings and Private Residences.

Manufactured by the

UNION STEAM AND WATER-HEATING COMPANY OF PHILADELPHIA.

JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh29-6m B. M. FELTWELL, Superintendent.

ROOFING, ROOFING.—OLD TIN, ZINC, Iron or Copper Roofs made perfectly tight, at 1½ cents per square foot. Apply at

NATIONAL ROOFING COMPANY,
jy7-6t* No. 14 N. FOURTH street.

THE WHITE HOUSE,

LOCATED ON

MASSACHUSETTS AVENUE,

Between the Ocean and Railroad, at

ATLANTIC CITY,

IS NOW PREPARED TO RECEIVE VISITORS.

The Proprietor, thankful for past liberal support, pledges himself to spare no efforts that will contribute to the happiness of his patrons, and secure for them the comforts of a home at the sea-side.

For information address

WM. WHITEHOUSE,
je25-sw1m* ATLANTIC CITY.

NEPTUNE HOUSE,

ATLANTIC CITY.

JOHN SMICK,

PROPRIETOR.

This favorite house, which is most delightfully situated near the beach, has been newly repapered, repainted, and thoroughly renovated, and is now open for the reception of guests, offering the comforts of a house, combined with all the luxuries of the season.

Terms moderate. jy8-1m

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public, that I have again taken Congress Hall, this being the third year and have made every preparation for the coming season, the house being enlarged, remodelled, new furniture, the chambers with spring beds, &c., &c., and will accommodate our hundred guests. You will find no better place than Congress Hall. It is the nearest to the ocean of any of the large houses of Atlantic City, being but one hundred yards from the beach, thus presenting itself an advantage to the public. There cannot be any better bathing than at Atlantic this summer. The sand bar that was such a great drawback last season has all been swept away by the high tides of last winter, forming itself the best bathing surf on the Atlantic sea-board.

There is an excellent Band of Music engaged.

Attached is a splendid Billiard Room

je13-tf G. W. HINKLE.

INLET HOUSE,

ATLANTIC CITY,

NEW JERSEY.

GEO. D. GLENN, Proprietor.

(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)

Parties accommodated with Boats, Fishing Lines, &c., &c. Cars run to the house every twenty minutes. je9-tf

UNITED STATES HOTEL,

ATLANTIC CITY, NEW JERSEY.

This celebrated Hotel is now open for the reception of guests, and is under the supervision of Colonel James W. Powers, with Mr. Edward Hartwell as Assistant.

Practical and experienced persons have been employed for each department, and every exertion will be made to conduct the same to the entire satisfaction of the public.

After July 1, four trains will leave Vine Street Ferry, daily: the Fast Line through in two hours, without stopping at the way stations.

A passenger car will be run from the Hotel to the Inlet every twenty minutes.

Hassler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.

Persons wishing to engage rooms will address

BROWN & WOELPPER,
Proprietors,
Atlantic City, New Jersey.

N. B.—The Sand Bar which last year formed opposite the shore has entirely disappeared, leaving the beach one of the best and safest on the coast. je25-1m

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and cigars, and superior old ale. The tables will be set with the best the market affords.

Fishing lines and tackle always on hand.

Stable room on the premises

All the comforts of a home can always be found at the Exchange. GEORGE HAYDAY,

je9-tf Proprietor.

COLUMBIA HOUSE,

ATLANTIC CITY,

NEW JERSEY.

SITUATE ON KENTUCKY AVENUE,

OPPOSITE THE SURF HOUSE.

EDWARD DOYLE, Proprietor.

Terms to suit the times. je9-tf

THE ALHAMBRA, ATLANTIC CITY, N. J., is now open for visitors. The rooms and table are unsurpassed by any on the Island. Terms moderate.

je30-1m* DUBOSQ & YOUNG, Proprietors.

SEA-BATHING—SEA-BATHING.

NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.

Children under 12 years of age and servants half price. Superior accommodations and ample room

FOR TWO HUNDRED PERSONS.

je24-2m AARON GARRETSON, Proprietor.

ORLEANS HOUSE,

No. 531 CHESNUT STREET,

PHILADELPHIA.

This House is kept on the European Plan; the Rooms are convenient and well ventilated. The Restaurant offers all luxuries of the season.

jy9-1m JOS. STEPPACHER, Proprietor.

LEDDY'S

HOTEL,

SOUTHWEST CORNER OF

NINTH and SANSOM Streets,

OPPOSITE CONTINENTAL.

The resort of Gentlemen of Refined Taste, who appreciate a Pure Beverage. je20-1m

THE SUBSCRIBERS HAVE ASSOCIATED themselves together under the firm of BOLTON, DYKEMAN & CO., and will continue the Car Building Business in all its branches, at the old establishment, corner TWENTY-FIRST and HAMILTON streets.

JOSEPH R. BOLTON,
GEORGE R. DYKEMAN,
jy1-1m* O. W. CHILDS.

T. J. McGUIGAN.

Importer and Wholesale Dealer in

FANCY GOODS, NOTIONS, &c.

FIREWORKS, FLAGS, &c,

Matches and Blacking,

No. 2 STRAWBERRY STREET,

(First street above Second, between Market and Chesnut)

my23-2m PHILADELPHIA.

HENRY APPLE,

GAUGER AND COOPER,

No. 205 S. WATER Street,

Below Walnut street,

PHILADELPHIA.

Imitation Brandy and Wine Casks, and all kinds of Work made of Old and New Stuff always on hand or made to order.

COAL PACKED IN HOGSHEADS FOR SHIPPING.

All kinds of Trimming punctually attended to. jy1-1m

IMPORTED WINES,

BRANDIES, ETC.

The subscriber informs the public that he is disposing of his large and well selected stock of

OLD BRANDY, GIN, PORT WINE, SHERRY

AND MADEIRA WINES,

At wholesale prices. These are from the old stock on hand. Purchasers wishing a superior article for private use would do well to call at

HENRY HUDDY'S

Wholesale Wine and Liquor Store,
No. 145 N. SECOND Street, below Race,
jy8-1m Philadelphia.

BLANK BOOKS AND STATIONERY.—BANKS, BANKERS, MERCHANTS, MANUFACTURERS, RAILROAD COMPANIES, &c.,

Will find it to their interest to order from the undersigned.

BLANK BOOKS,
PAPER, AND STATIONERY,

All kinds for Business, Professional, and Private use.

For sale at moderate prices by

WILLIAM MANN,
Stationer, Printer, and Blank Book Manufacturer,
No. 43 S. FOURTH Street,
Philadelphia.

CARPETS, MATTINGS, OIL CLOTHS AND Window Shades from New York Auction sales, (slightly wet.)—Magnificent Brussels, ¾ wide, $1 25, $1 37½, $1 50 and $1 75; Imitation Brussels, (painted,) ¾ wide, 70, 80 and 90 cents; 5-4, 9-4 and 12-4 at proportionate prices; Imperial Carpets $1 37 to $1 75 per yard; Ingrain, from 50 cents to $1 12½; Venetian, Rag, and Hemp, from 37½ to 75 cents per yard; Mattings, the largest assortment ever offered in Philadelphia, from 37½ to 75 cents a yard at the New York Auction Sales Depot (formerly Steelhow's.) No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange.

jy7-3m

COUSTY'S TEA WAREHOUSE.—ESTABLISHED in 1809.—Importer and Dealer in Fine Teas, Wines, and Liquors,

Choice Havana Cigars,
Cross & Blackwell's Pickles and Sauces
English and Scotch Ale and Porter,
Canned Meats, Fruits, Soup, &c.

Navy Messes put up with care,

At No. 118 S. SECOND Street.
ja26 1y JOSHUA H. COUSTY.

BEDDING EMPORIUM,

No. 9 S. SEVENTH Street,

MATTRESSES, MATTRESSES,
of Hair, Palm, Excelsior, and Husk.
FEATHER BEDS, BOLSTERS, AND PILLOWS,
WOOD AND IRON BEDSTEADS,
SPRING BEDS AND COTS.

N. B.—Repairing and renovating attended to with care and despatch. No. 9 S. SEVENTH Street, je3-3m

---

FINANCIAL.

SPECIAL NOTICE

TO THE

HOLDERS

OF THE

Small 7-30 U. S. Treasury Notes.

SEVEN-THIRTY NOTES,

OF THE DENOMINATIONS OF

50's AND 100's,

CAN NOW BE CONVERTED IN

BONDS OF THE LOAN OF 1881,

OF THE SAME DENOMINATION.

For information, apply at the office of

JAY COOKE & CO.,
jy7-1m BANKERS,
No. 114 S. THIRD Street.

GOLD, GOLD, GOLD,

SILVER AND BANK NOTES

WANTED.

DE HAVEN & BROTHER,

ja27-1y No. 20 S. THIRD STREET.

CITY SIXES,

FREE FROM TAXATION,

FOR SALE

IN SUMS TO SUIT PURCHASERS.

jy7-10t DREXEL & CO.

HEWES & RAHM,

BANKERS AND EXCHANGE BROKERS,

No. 53 S. THIRD STREET.

DEALERS IN

SPECIE, BANK NOTES, AND GOVERNMENT SECURITIES.

Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

STOCKS AND SECURITIES

BOUGHT AND SOLD

ON COMMISSION,

DE HAVEN & BROTHER,

fe8-tf No. 20 S. THIRD STREET.

SMITH & RANDOLPH,

No. 16 S. THIRD STREET,

BANKERS AND BROKERS.

Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government Securities Bought and Sold. [mh12

FREDK. STEEB & CO.,

BANKERS,

No. 30 S. THIRD STREET,

BUY AND SELL

GOLD, SILVER, AND GOVERNMENT SECURITIES

STOCKS

BOUGHT AND SOLD ON COMMISSION. [mh14

NEW LOAN. NEW LOAN.

U. S. 10-40's.

JAY COOKE & CO.,

OFFER FOR SALE THE

NEW GOVERNMENT LOAN,

BEARING FIVE PER CENT. INTEREST IN COIN, redeemable any time after TEN YEARS, at the pleasure of the Government, and payable FORTY YEARS after date.

BOTH COUPON AND REGISTERED BONDS are issued for this Loan, of same denomination as the 5-20's. The interest on $50's and $100's payable yearly; on all other denominations, half yearly. The 10-40 bonds are dated March 1, 1864. The half-yearly interest falling due September 1st and March 1st of each year; until 1st September, the accrued interest from 1st of March is required to be paid by purchasers in COIN or in LEGAL CURRENCY, adding fifty per cent. for premium, until further notice.

ALL OTHER GOVERNMENT SECURITIES BOUGHT AND SOLD.

JAY COOKE & CO.,
mh29-tf No. 114 S. THIRD STREET.

CLARKSON & CO.,

BANKERS,

No. 121 S. THIRD STREET,

PHILADELPHIA.

Government Securities of all Issues Purchased and for Sale. Stocks, Bonds, and Gold Bought and Sold on Commission.

INTEREST ALLOWED ON DEPOSITS.

Collections Promptly Made. fe5-tf

SEVENTH

NATIONAL BANK,

No. 216 MARKET STREET,

(CORNER OF STRAWBERRY.)

Capital $125,000.

To be Increased to $500,000.

DIRECTORS.

HENRY G. MORRIS, of Morris, Tasker & Co., Pascal Iron Works, Fifth and Tasker sts.

CHARLES S. CLOSE, of Close & Nesbit, Builders, No. 531 Reed street

JAMES M. PRESTON, Manufacturer of Woolen Goods, Manayunk.

J. A. WATERS, of J. A. Waters & Co., Wholesale Grocers, No. 125 Market street.

S. B. COUGHLIN, Real Estate, No. 602 N Thirteenth street.

WM. P. CLYDE, Agent Philad'a and New York Express S. B. Co., No. 14 S. Delaware Ave.

GEORGE W. HILL, Manufacturer of Carpetings, No. 126 N. Third street.

J. W. SOUDER, Wholesale Boots and Shoes, No. 509 Market street.

J. Z. DEHAVEN, Importer of Wines, Brandies, &c., Nos. 30 and 32 S Delaware Avenue.

This Bank having been duly authorized to commence business under the National Currency Act, is now prepared to receive DEPOSITS, make Collections, and transact a General BANKING BUSINESS.

Discount days on TUESDAY and FRIDAY of each week.

J. Z. DEHAVEN, President.
E. S. HALL, Cashier.
PHILADELPHIA, June 30, 1864. je30-1m

PROPOSALS.

PROPOSALS FOR STEAM FIRE ENGINES.

ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, D. C., July 2, 1864.

Sealed Proposals will be received at this office until MONDAY, the 25th day of July, 1864, at 4 o'clock P. M., to furnish

Six (6) second or third-class Steam Fire Engines, of perfect suction power, complete in all parts, with all the modern improvements combined, to be drawn by hand power, the weight not to exceed 4500 pounds when ready for service. The diameter of the reciprocating steam force pump to be about 4½ inches, capable of forcing one (1) stream of water from a 1⅛ inch nozzle averaging from 240 to 275 feet, and two (2) streams from a ⅞ inch nozzle averaging from 175 to 200 feet. These engines are to be supplied with tenders and hose carts (approved construction, with all the necessary fittings. They are to be subject to a rigid inspection by a United States Inspector, and are not to be received or paid for until they have been thoroughly tried with a full head of steam under his directions.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that, in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 2, 1864, under which the bid was made; and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals, this —— day of ——, 186—.
[Seal.]
[Seal.]

To this guarantee must be appended the official certificate above mentioned.

These Engines are to be delivered at the place of manufacture. Upon the award being made the successful bidder will be notified, and furnished with forms of contract and bond. The Department reserves the right to reject any or all bids, if not deemed satisfactory.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for Steam Fire Engines."

GEO. D. RAMSAY,
jy8-fmw12t Brigadier-General, Chief of Ordnance.

PROPOSALS FOR MORTAR SHELL.—

ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, July 8, 1864.

Sealed Proposals will be received at this office until MONDAY, the 1st day of August, 1864, for 8-INCH MORTAR SHELL, to be delivered in the following quantities, at the under named Arsenals, viz.:—

At Watertown Arsenal, Massachusetts, 5000.
At Watervliet Arsenal, New York, 10,000.
At New York Arsenal, Governor's Island, New York, 20,000.
At Allegheny Arsenal, Pittsburg, 10,000.
At Washington Arsenal, D. C., 5000.

These projectiles are to be made of the kind of metal, and inspected after the rules laid down in the Ordnance Manual; the tensile strength of the iron to be not less than 14,000 pounds per square inch.

Drawings can be seen at any of the United States Arsenals.

The projectiles are to be inspected at the foundry where cast, and are to be delivered at the Arsenals free of charge for transportation or handling.

Bidders will state the rate at which they will deliver.

Failures to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of projectiles they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular founders or proprietors of works, who are known to this Department to be capable of executing the work proposed for.

Should any party obtaining a contract offer shell other than those cast in his own foundry, they will be rejected, and the contract rendered null and void.

Form of bid can be obtained at the above-named Arsenals. Proposals not made out on this form will not be considered.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed, in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 8, 1864, under which the bid was made; and in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals this —— day of ——, 186—.
[SEAL.]
[SEAL.]

To this guarantee must be appended the official certificates above mentioned.

Each party obtaining a contract will be obliged to enter into bonds, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids if deemed unsatisfactory on any account.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for 8-inch Mortar Shell."

GEORGE D. RAMSAY,
jy11-mwf10t Brigadier-General, Chief of Ordnance.

PROPOSALS.

PROPOSALS FOR HIDES, TALLOW, HOOFS, HORNS, CHUCKS, SHINS, AND TONGUES.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE, }
Washington, D. C., July 8, 1864. }

Sealed Proposals, *in duplicate*, are invited until the 21st day of July, at 11 o'clock A. M., for all Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Cattle slaughtered within the ancient limits of the District of Columbia, for three months or more, from the commencement of the contract.

The above articles to be collected by the contractor and removed from the various places at which the cattle are killed at such times as may be designated by the officer in charge.

The number of Cattle used monthly vary from 1500 to 3000, and are now killed at Chain Bridge, Glesboro', Convalescent Camp, Washington, and Alexandria, but other places may occur within the prescribed limits where these articles will be required to be collected.

The contractor shall be liable for all the Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues coming from all the Government Beef Cattle slaughtered, unless it can be made satisfactorily to appear to the Subsistence Department that all due exertion, diligence, and care was made to obtain said articles.

Payment will be required every ten days in Government funds.

The bids will state the amount per animal for the articles referred to, and be accompanied by the following guarantee, certificate, affidavits of each guarantee, and oath of allegiance. Blank forms can be obtained on application to the undersigned.

PROPOSALS.

I, ——, of the State of ——, county of ——, offer, per head, for all Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Beef Cattle killed within the ancient limits of the District of Columbia, —— dollars and —— cents (the amount to be in words and figures), subject to all the conditions of the advertisement herewith appended.

GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— shall be accepted, that he will, within five days after the acceptance of said bid, sign a contract for the prompt and faithful execution of the same, and that we will become his surety in a bond, in the sum of fifteen thousand dollars, for the performance of his contract in conformity with the terms of his proposal, and that in case the said —— shall fail to enter into a contract under the terms of the advertisement dated July 8, 1864, we guarantee to make good the difference between the offer made by said —— in the foregoing proposal and the next lowest responsible formal bidder, or the person to whom the contract may be awarded.

Witness: } Given under our hands and seals, this —— day of ——, 18—.
[SEAL.]
[SEAL.]

The responsibility of the guarantors must be shown by the official certificate of a *United States District Attorney* or *United States Judge*. The certificate must be in the following form:—

I hereby certify that from evidence entirely satisfactory to me the above-named guarantors are good and sufficient as sureties for double the amount for which they offer to be security.

To which each guarantor must make and append the following:—

OATH.

"State of ——, county of ——, before me, ——, a —— in and for the county and State aforesaid, personally appeared ——, one of his sureties on the guarantee of ——, who, being duly sworn, deposes and says that he is worth, over and above all just debts and liabilities, the sum of thirty thousand dollars.

"Subscribed and sworn before me, this —— day of ——, 186—, at ——."

No bids will be considered unless made out in conformity with the above form, and are accompanied by the foregoing guarantee, certificate, and affidavits.

All bidders must forward with their proposals an oath of allegiance, unless one may be on file with the officer who shall open the bids, and all proposals not fully complying with the foregoing requirements, as well in fact as in form, will be considered or regarded as a proposal within the meaning of this advertisement.

The contractor will be held accountable for the Hides, Tallow, Hoofs, Horns, Chucks, &c., one week after the signing of the contract.

Bidders must be present at the opening of the bids to respond to their names, and all bids must be endorsed "Proposals for purchasing Hides, Tallow, Hoofs, Horns, Chucks, &c." and be directed to the undersigned.

G. BELL,
jy11-mwf3t Lieutenant-Colonel and C. S.

HENRY SIMONS,

UNITED STATES NATIONAL

WAGON AND COACH WORKS,

Office, No. 521 NEW MARKET Street,

And Factory, corner of

SECOND AND CUMBERLAND STREETS,

PHILADELPHIA.

All and every kind of WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.

Orders promptly attended to. ja6-tf

AUCTION SALES.

AUCTION SALE OF CONDEMNED Horses.

WAR DEPARTMENT,
CAVALRY BUREAU,
OFFICE OF CHIEF QUARTERMASTER,
WASHINGTON, D. C., July 6, 1864.

Will be sold at public auction, to the highest bidder, at the times and places named below:—

LEBANON, Pa., THURSDAY, July 14, 1864.
READING, Pa., THURSDAY, July 21, 1864.
HARRISBURG, Pa., THURSDAY, July 28, 1864.
ALTOONA, Pa., THURSDAY, August 4, 1864.
WILLIAMSPORT, Pa., THURSDAY, August 11, 1864.

TWO HUNDRED (200) CAVALRY HORSES at each place.

These Horses have been condemned as unfit for the cavalry service of the army.

For road and farm purposes many good bargains may be had.

Horses sold singly.

Terms—Cash, in United States Currency.

JAMES A. EKIN,
Lieutenant-Colonel and Chief Quartermaster
jy9-30t Cavalry Bureau.

AUCTION SALE OF CONDEMNED Animals.

WAR DEPARTMENT CAVALRY BUREAU,
OFFICE OF CHIEF QUARTERMASTER,
WASHINGTON, D. C., July 7 1864.

Will be sold at Public Auction, to the highest bidder, on TUESDAY, July 19, 1864, at Giesboro' Depot, near Washington, D. C., beginning at 10 o'clock A. M.,

TWO HUNDRED CAVALRY HORSES.

These horses have been condemned as unfit for the cavalry service of the army.

For road and farming purposes, many good bargains may be had.

Horses sold singly.

Terms cash, in United States currency.

JAMES A. EKIN,
Lieutenant-Colonel and Chief Quartermaster
jy11-7t Cavalry Bureau.

PROPOSALS.

ORDNANCE OFFICE,

WAR DEPARTMENT,
WASHINGTON, July 4, 1864.

Sealed Proposals will be received at this Office until MONDAY, July 25, at 4 P. M., for 100,000 sets of Infantry Accoutrements, calibre 58, to be delivered in the following quantities at the undernamed Arsenals, viz.:—

30,000 sets at the New York Arsenal, Governor's Island.
10,000 sets at the Frankford Arsenal, Bridesburg, Pennsylvania.
10,000 sets at the Allegheny Arsenal, Pittsburg, Pennsylvania.
10,000 sets at the St. Louis Arsenal, Missouri.
10,000 sets at the Watertown Arsenal, Massachusetts.

These Accoutrements are to be made in strict conformity with the new pattern sets, to be seen at the Arsenals above named, with the following exceptions, viz.:—The *shoulder belt* will be but two inches wide, and no shoulder belt-plate will be furnished; the inside flap of the cartridge-box and cap-pouch are to be left off, and the ears are to be sewn on the outer flap; the letters U. S., with a border, are to be stamped upon the cartridge-box, the same size and style as on the plate which it replaces; the cartridge-box tin to be sewed with nine (9) and the cap-pouch with ten (10) stitches to the inch. Separate bids will be received for the manufacture of these Accoutrements of *pure oak leather*, of *mixed tannage oak finish*, and *all hemlock*. The belts are to be of grained leather.

Samples of these Accoutrements can be seen at the above named arsenals on or about the 20th instant.

It is to be distinctly understood that this Department is to have the privilege of inspecting the work done under any contract it may award, in all stages of its progress, and especially to examine the stock before cutting. They are to be subject to inspection at the arsenal where delivered, before being received for the Government. None are to be accepted or paid for except such as are approved upon inspection.

Deliveries must be made in lots of not less than one-twelfth (1-12th) per week of the whole number contracted for. The first delivery to be made on the 15th day of August, 1864.

Failure to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

The Accoutrements must be boxed in the usual manner; the boxes to be charged at cost, to be determined by the inspector.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of sets they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular manufacturers, and such as are known to this Department to be fully competent to execute in their own shops the work proposed for. Should any party obtaining a contract offer Accoutrements other than those made in his own shops, they will be rejected, and the contract rendered null and void. The name and place of manufacture of each party obtaining a contract must be stamped on each part of each set of Accoutrements.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that in case his bid is accepted he will at once execute the contract for the same, with good and sufficient securities, in the sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract they to make good the difference between the offer of said bidder and the next responsible bidder or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby, jointly and severally, covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity to the terms of the advertisement dated July 4, 1864, under which the bid was made; and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

} Given under our hands and seals
} this —— day of ——, 186-.

Witness:— [Seal.]
[Seal.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bond, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids, if not deemed satisfactory, and especially those made by parties who have failed to make time deliveries under previous contracts without furnishing satisfactory reasons for such delinquency.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and endorsed "Proposals for Infantry Accoutrements."

GEO. D. RAMSAY,
jy8-mwf-7t Brig.-Gen., Chief of Ordnance.

ASSISTANT QUARTERMASTER-General's Office.

PHILADELPHIA, July 12, 1864.

Sealed Proposals will be received at this office until 12 o'clock on FRIDAY, the 15th of July, 1864, for the immediate delivery of

One hundred Paulins, to be made in the best manner, of 15 ounce cotton or linen duck, size 20 by 30, subject to inspection.

Price to be stated for each kind separately, both in writing and figures, and to include packages and delivery. Samples to be furnished by bidders, the number bid for, and the shortest time required for delivery stated.

The ability of the bidder to fill the contract must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and said guarantee accompany the bid.

The right is reserved to reject all bids deemed too high, and no bid from a defaulting contractor will be received.

For further information, bidders will call at the Office, No. 1139 GIRARD Street, where forms for proposals will be furnished.

By order of
Colonel GEORGE H. CROSMAN,
Assistant Quartermaster-General, U. S. A.
GEORGE R. ORME,
jy12-3t Captain and A. Q. M.

OFFICE ARMY CLOTHING AND Equipage.

PHILADELPHIA, July 7, 1864.

Sealed Proposals will be received at this office until 12 o'clock M., on MONDAY, the 18th inst., for supplying the Schuylkill Arsenal with the following articles:—

Woolen Grey Blankets, army standard, to weigh five pounds and measure 7 feet by 5 feet 6 inches (with the letters U. S. in black, 4 inches long, in the centre).

Woolen Stockings, made with fashioned toe, without seams, army standard, to weigh three pounds per dozen.

Army standard samples of each of the above articles can be seen at this office, to which deliveries must *strictly conform*. Bidders must state in their proposals the price (which must be given in writing as well as in figures), the quantity, and *time of delivery*.

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and when the bidder or guarantors are not known at this office to be responsible men, they must be certified to as being such by some public functionary of the United States.

Bids from defaulting contractors, and those that do not *fully comply with the requirements* of this advertisement, *will not be considered*.

Blank forms for proposals can be had upon application at this office, and bids must be endorsed with the name of the article bid for.

G. H. CROSMAN,
jy8-8t Assistant Quartermaster General, U. S. A.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE.

WASHINGTON, D. C., July 7, 1864.

PROPOSALS FOR FLOUR.

Sealed Proposals are invited until the 15th instant, at 12 o'clock M., for furnishing the Subsistence Department with Two Thousand (2000) Barrels of Flour.

The proposals will be for what is known at this Depot as Nos. 1, 2 and 3, and bids will be entertained for any quantity less than the whole.

Bids must be in duplicate, and for each grade on separate sheets of paper.

The delivery of the Flour to commence within five days from the opening of the bids, and in such quantities, daily, as the Government may direct; delivered at the Government Warehouse in Georgetown, at the wharves or railroad depot in Washington, D. C.

The delivery of all Flour awarded to be completed within twenty days from the opening of the bids.

Payment will be made in certificates of indebtedness, or such other funds as the Government may have for disbursement.

The usual Government inspection will be made just before the Flour is received, and none will be accepted which is not fresh ground.

An oath of allegiance must accompany the bid of each bidder, who has not the oath on file in this office, and no bid will be entertained from parties who have previously failed to comply with their bids, or from bidders not present to respond.

Government reserves the right to reject any bid for any cause. Bids to be addressed to the undersigned, at No. 223 G street, endorsed, "Proposals for Flour."

jy8-5t S. C. GREENE, Captain and C. S. V.

FRESH BEEF AND VEGETABLES.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 8, 1864.

Sealed Proposals, endorsed "Proposals for Fresh Beef and Vegetables," will be received at this Bureau until 3 o'clock P. M., on the 20th day of July inst., for the supply of 100,000 pounds of Fresh Beef and 100,000 pounds of Fresh Vegetables, at the Philadelphia Station, as required. The Beef and Vegetables must be of good quality, and the best the market affords, and each article must be offered for by the pound. The Beef to be in equal proportions, fore and hind quarters. Bond, with approved security, will be required in one-half the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment to be made, as collateral security for the due performance of the contract, which will, on no account, be paid until it is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposal will be considered, unless accompanied by such guarantee, and by satisfactory evidence that the bidder is a regular dealer in the article proposed, and has the license required by law. jy9-9t

Evening Telegraph

WEDNESDAY, JULY 13, 1864.

THE DEATH OF THE SEA-HAWK.

"In manœuvring, both vessels made seven complete circles."—*English Paper.*

The sea-hawk came gayly
From his pirate career;
O'er vast tracts of ocean
He had roamed without fear.
His maw he had glutted
With small helpless prey,
But the eagle could never
Find that hawk in his way.

A little bird sang
In a voice clear and shrill,
"Beware of the heron!
Keep wide of his bill!"
A little bird sang,
As the saucy hawk flew,
"Beware of the heron
Who fights for the blue."

That vain, bastard eagle,
The false cock of Gaul,
Crowed cheer to the sea-hawk
From the top of his wall.
The old Bull looked gloomy,
But his words they were light:—
"I bet on the sea-hawk
If it comes to a fight."

Now circling and circling,
The hawk seeks his prey,
But the eye of the heron
Is on him alway.
Still closer and closer
He draws on his foe:—
They have met in the war-cloud!
The heron makes his blow!

Ha! where is the sea-hawk?
Struck down in his pride,
He is whelmed by the waters
Whereon he would ride;
Not a feather left floating
To tell of the slain!
Old Ocean has swallowed
The scourge of the main.

The shrill-screaming peacock
Grows mute in his fear;
The slow-stepping camel
Has dropped a big tear.
The magpies of France
Chatter loudly and long;
They all loved the sea-hawk
That fought for the wrong.

But our heron sails proudly,
And heeds not their cries,
With his own flag above him,
That gift of the skies,
The stripes of fierce battle,
The stars of renown;
May they sink like the sea-hawk
Who would fain pull it down!

Lakeside Lenox, July 8. CARL BENSON.

PAYMENT OF ACTRESSES AND ACTORS IN NEW YORK.

The following extracts from an article by "Bayard" in Wilkes' *Spirit of the Times*, deserve particular consideration from the theatrical community. They demonstrate most effectively the gross unfairness and want of honorable consideration with which American managers treat all actresses employed by them:—

"While I have room on these pages, by reason of the slacking up of business, perhaps I cannot better employ the space than by setting down some words of truth in reference to certain points of mismanagement and mal-management of the stage. The theme is important, the occasion ripe, and the field broad. But at this moment I shall not spread over any vast extent of ground, nor indulge in any lofty speculations of an abstract character. I first propose to express a few ideas (to me old and hackneyed) about the relation between coin up and the expense particularly with reference to the female side of the profession.

And, first, the requirements. The manager must have five or six women of considerable talent, from leading lady to caterer of ballet. He must have an equal number of men—from leading man to any point you choose to imagine. Good. Now he goes out to engage; he pays men, say from $50 to $15 per week; he pays women from $40 down to $5. But this is not the only discrimination; the manager insists upon a great difference in treatment—the difference which is the chief discouragement of all women (I mean honest women) who endeavor to earn their bread in this thankless and precarious way. This difference is a matter of dress, and a very important matter it is, too. Let the reader note that a man gets 10 to 50 per cent. more pay than a woman of like grade; that a man has all or nearly all his wardrobe furnished by the theatre; but that the woman must dress herself, follow all the whims of the manager, study up the history of her great predecessors, and in the evening must come upon the stage resplendent as the rising sun. You are delighted, dear public; and you, Mr. Manager, are rosy with blushes of recognition at what you have achieved; your heart warms towards the woman for whom you have heretofore had only supercilious sneers; and ten to one you have the audacious effrontery to go upon the stage and congratulate her upon her magnificent *tout ensemble*. (All managers speak French, sometimes.) But do you know (or do you care) that this worthy, hard-working woman has expended *three weeks* of your very liberal salary to achieve that one dress? Do you know that in order to make this creditable appearance she has used up the salary of a month, besides working late and early with her own fingers? Of course, you know it well enough, but you care nothing about it. It is no concern of yours how or where she gets the means, so long as she dresses well and makes a show to please your many-headed master, the public. The gorgeous actress doffs her glorious robes, carefully packs them away, and walks doubtfully to her humble home to sup on red herring and cold tea, because her dress has cost so much that she is all in debt, and must rob her stomach to pay her creditors, of whom you are the chief, having advanced most of the money to buy the dress you have been so much admiring.

"It is not necessary to go into minute details to prove this picture true. It is well known that the wardrobes of the men in a theatre are, to a great extent, sometimes entirely, furnished by the manager, while every woman above the ballet is compelled to furnish every item of her attire, from stockings to diamonds. It is also well known that their dresses, however economically go up, cost far more than those of the other side; that they wear two, three, or four costumes in a five-act piece, when the leading man is amply furnished by a single black suit. In order to meet anything like the requirements of her position, a leading actress must keep at least one good dressmaker for the entire season, besides a servant to fetch and carry her bundles. In the very best of times, as salaries have been in New York, actresses making any pretension to ability have found their weekly pay insufficient to meet ordinary expenses; and I am sure that not one in twenty ever saved a dollar out of all the earnings of a season, unless by the assistance of that species of charitable contribution from the friends called a Benefit. It is well enough known that some of our best and most worthy artists have held their places only because they or their husbands and families were willing to furnish the means for dressing, which the theatres did not.

Engagements for the winter season are in order, and managers must be prepared to pay much larger salaries than heretofore—at least fifty per cent. more to men and one hundred per cent. to women. Why, at present prices, "Ophelia" would have to pay a week's salary for the simple white dress in which she goes mad; while anything fit for a high-comedy parlor-scene would use up what three years ago would have paid salaries for a month.

A SINGULAR INCIDENT.—Twenty years ago a gentleman of this city resolved to remove out West, and started for his destination. In New York he stopped at a second-class hotel, and while there was robbed of his purse, containing some two thousand dollars in gold. In the course of his peregrinations he was successful, and had forgotten all about his loss, having accumulated a handsome property. When the war broke out he was too old to enlist, but, feeling patriotic, he offered his services to General Logan and acted as quartermaster to a brigade. One night, on a march, the army arrived at a small town in Northern Alabama, and, according to orders, he took possession of the inn for general headquarters. While talking with the landlord he discovered that he formerly kept a hotel in New York, and, upon pressing his inquiries, found that he was the identical landlord of the house in which he had been robbed. In the course of the evening he arranged a mock court-martial, and brought the landlord before it, charging him, among other things, with the robbery. Much to his surprise the landlord confessed the robbery, and he had his choice to restore the money or die at sunrise. The man received his principal, and all the interest the landlord could afford to pay, in gold, which the gentleman invested in United States 7·30 Notes.—*Boston Gazette.*

—It is a curious fact that there are regular schools in London to teach fashionable people to go through the ceremony of presentation. We give the following advertisement as a specimen:—"The Princess of Wales' Drawing Room—Her Majesty's Command.—Miss Leonora Geary has the honor to announce that she will prepare ladies for presentation at the approaching Drawing Room.—No. 11 Grafton street, New Bond street."

CITY ORDINANCES.

RESOLUTION To authorize the repaving of Hamilton, and other streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to repave Hamilton street, between Eleventh and Twelfth streets, in the Fourteenth Ward, and to repave, with tramway stone, Pearl street, between [illegible] and Seventeenth streets, in the Fifteenth Ward, and Dawson street, between Brown and Poplar streets, in the [illegible] Ward, and [illegible] [illegible] [illegible] to the proper width by taking an equal quantity from each side:

Provided, That the Chief Commissioner of Highways shall advertise for proposals for said repaving at so much a square yard, twice a week for two weeks, in two newspapers having the largest circulation in the city of Philadelphia, said proposals to be received, and the same opened by the said Chief Commissioner on a day and hour to be fixed in said advertisement, in the presence of the Committee on Highways, and such of the bidders as may choose to be present, and the work allotted to the lowest bidder, from whom security shall be required in accordance with existing ordinances.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
JAMES LYND,
President of Select Council.

Approved this eleventh day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

RESOLUTION To Repave Dickinson street, from Orange (late Church) street to [illegible] street, in the First Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby directed to enter into a contract with a competent [illegible] to repave Dickinson street, from Orange (late Church) street to [illegible] street, in the First Ward:

Provided, that the Chief Commissioner of Highways shall advertise for proposals for said repaving at so much a square yard, twice a week for two weeks, in two newspapers having the largest circulation in the city of Philadelphia, said proposals to be received and opened by the said Chief Commissioner on a day and hour to be fixed in said advertisement, in the presence of the Committee of Highways, and such of the bidders as may choose to be present, and the work allotted to the lowest bidder, from whom security will be required in accordance with existing ordinances.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
JAMES LYND,
President of Select Council.

Approved this eleventh day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

A FURTHER SUPPLEMENT To an Ordinance, entitled "An Ordinance to make an appropriation for the Payment of Bounties to Volunteers under the Recent Call of the President of the United States."

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Commission appointed under the said Ordinance, to which this is a supplement, be and is hereby authorized and empowered to expend, with the assent of the Mayor, such sums, not exceeding one thousand ($1000) dollars, as may be necessary to aid the [illegible] Volunteer Substitute Committee, appointed by the Delegates from the Ward Bounty Committees on the second day of July instant.

Warrants for said expenditures shall be drawn from the appropriation for bounties in the manner as is provided by said ordinance in respect to said bounties.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
JAMES LYND,
President of Select Council.

Approved this twelfth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

RESOLUTION To Authorize the Paving and Grading of Mifflin street in the First Ward.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways is hereby authorized and directed to enter into a contract with a competent paver or pavers, who shall be selected by a majority of the owners of property, who shall be the owners of at least one-half of the lineal distance to be paved, for the paving and grading of Mifflin street, from Ninth to Thirteenth street, in the First Ward, the conditions of which contract shall be that the contractor or contractors shall collect the cost of said curbing and paving from the owners of property fronting on said street, and shall enter into an obligation with the city to keep the said street in good repair for the space of two years after the paving is finished, the water pipes to be laid in said street before the said paving is commenced, and the city to be at no expense except for the paving of intersections and grading.

Provided, That the cost of said grading does not exceed the sum of four hundred and ninety-eight dollars and twenty-five cents ($498·25).

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
JAMES LYND,
President of Select Council.

Approved this eleventh day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

RESOLUTION To authorize the Paving of Thirty-first street and other Streets.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Chief Commissioner of Highways be and he is hereby authorized and directed to enter into a contract or contracts with a competent paver or pavers, who shall be selected by a majority of the owners of property fronting on the following streets, for the paving thereof:—

Thirty-first street, from Girard avenue to Jefferson street, in the Twentieth Ward.

Jasper street, from York to Huntingdon street, in the Nineteenth Ward.

Philip street, from Norris to Diamond street, in the Nineteenth Ward.

Montrose street, between Eighteenth and Nineteenth streets.

Seybert street, from Ridge avenue to Eighteenth street.

Linwood street, from Seventh to Broad street.

Nineteenth street, from Thompson to Master street, in the Twentieth Ward.

The conditions of which contracts shall be that the contractors will keep said streets in good order for two years after the paving is finished, and will collect the cost of said paving from the owners of property fronting thereon.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.
JAMES LYND,
President of Select Council.

Approved this eleventh day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

CLERK'S OFFICE, COMMON COUNCIL,
PHILADELPHIA, July 5, 1864

In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 23d day of June, 1864, the annexed bill, entitled "AN ORDINANCE TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES," is hereby published for public information.

JOHN E. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN
FOR SCHOOL PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor be hereby authorized to borrow at not less than par, on the credit of the corporation, the sum of [illegible] dollars to provide for the erection, extension, and construction of buildings for school purposes in the First School District of Pennsylvania, for which interest, not to exceed the rate of six per centum per annum, shall be paid half-yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not of any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned and the interest thereof, are payable free from all taxes.

Section 2. The amount of said loan shall be appropriated, distributed and apportioned for the purposes and in amounts as follows:—

Item 1. To the several school sections nine hundred and thirty-four thousand five hundred dollars, as follows:—

First Section, forty-five thousand dollars;
Second Section, forty five thousand dollars;
Third Section, thirty thousand dollars;
Fourth Section, thirty-five thousand dollars;
Fifth Section, sixty thousand dollars;
Sixth Section, thirty thousand dollars;
Seventh Section, fifty-three thousand dollars;
Eighth Section, fifty-eight thousand dollars;
Ninth Section, forty thousand dollars;
Tenth Section, twenty-five thousand dollars;
Eleventh Section, thirty-eight thousand five hundred dollars;
Twelfth Section, thirty-four thousand dollars;
Thirteenth Section, thirty-six thousand dollars;
Fourteenth Section, fifty thousand dollars;
Fifteenth Section, twenty-five thousand dollars;
Sixteenth Section, twenty thousand dollars;
Seventeenth Section, forty-five thousand dollars;
Eighteenth Section, thirty-five thousand dollars;
Nineteenth Section, [illegible] thousand dollars;
Twentieth Section, seventy-five thousand dollars;
Twenty-first Section, twenty thousand dollars;
Twenty-second Section, eleven thousand dollars;
Twenty-third Section, fourteen thousand dollars;
Twenty-fourth Section, sixty-eight thousand dollars;
Twenty-fifth Section, twenty-three thousand dollars;
Twenty-sixth Section, twelve thousand dollars.

Item 2. To reimburse the City Treasury, for appropriations already made, chargeable to this loan, forty-nine thousand nine hundred and eight dollars.

Item 3. For contingencies, fifteen thousand five hundred and ninety-two dollars.

Section 3. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby specially pledged for the redemption and payment of said certificates.

RESOLUTION
TO PUBLISH A LOAN BILL
FOR PUBLIC SCHOOLS.

Resolved, That the Clerk be authorized to publish in two daily newspapers of this city daily for four weeks the ordinance presented to Common Council on Thursday, June 16, 1864, entitled—

"AN ORDINANCE
TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES;"

And the said Clerk, at the stated meeting of Councils, after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made.

1y9-4w

STURGES & FROST, No. 9 MECHANIC street, Newark, N. J. want first-class Agents in all parts of the United States to sell their Patent Governor. Address as above, with two and three cent stamps, for circular and terms.
Agents clear $10 per day.
je30-thstu 1m

GREATEST IMPROVEMENT OF THE AGE IN PIANOS
MEYER'S IMPROVED OVERSTRUNG PIANOS
Acknowledged by the leading artists and endorsed by the Musical Public to be the finest Pianos in America.
The attention of the Musical Public is called to the recent great improvement in these Piano Fortes. By a new method of construction, the greatest possible volume of tone has been obtained, without any of the sweetness and brilliancy for which these Pianos are so celebrated being lost, and what with an Improved Touch and Action, render them unequaled.
These instruments received the PRIZE MEDAL at the World's Fair, held in London, as well as the Highest Awards over all competitors, from the first Fairs and Institutes in this country.
Warerooms, No. 722 ARCH Street, below Eighth, Philadelphia.
jel7-1m

ESTEY'S COTTAGE ORGANS.
Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by
E. M. BRUCE,
No. 18 N. SEVENTH street.
Also, a complete assortment of the Perfect Melodeons constantly on hand.
my19-3m

GROVER & BAKER'S FIRST PREMIUM
ELASTIC STITCH
SEWING MACHINES,
THE BEST IN USE.
ap28 No. 730 CHESNUT Street.

WANTED TO SELL OR EXCHANGE
Elliptic Sewing Machine
The Grover & Baker Sewing Machine,
The Singer [illegible] do.
And all the principal Sewing Machines. All furnished from their principal offices.
Also, all kinds of Second-Hand Machines, for Sale and Repaired at the new office of
LEAVENS & FAULKNER,
No. 405 N. EIGHTH street,
(Over ten years with Singer & Co.)
Ladies taught to operate. jel4-3m

GUM ELASTIC CRUTCHES GUM ELASTIC
CRUTCHES.—These Crutches have a Gum Tube across the top, making a soft and elastic support for the arm, and enabling the wearer to walk with more comfort than can be derived from any other crutch. The tops are so made as to be applied to any crutch. Patented December 1863.
J. HARTMAN,
ap19 3m No. 117 S. SECOND Street, below Chesnut.

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures positively cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c. my25-1y

TRUSSES BRACES, &c.
Skilfully adjusted by C. H. NEEDLES, corner of TWELFTH and RACE streets. Ladies' Department for same, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting in part of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, articles for Nursery, Sick Room, &c. je10 3m

THE ARTIFICIAL HAND
B. A. GILPIN,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES
for Soldiers.
Has permanently located his Office and Factory at No. 312 S. FOURTH Street, six doors below Spruce, Philada.
je 20-3m

G. W. SIMONS & BROTHER,
SANSOM STREET HALL, PHILADELPHIA,
MANUFACTURERS OF
JEWELRY,
FINE SWORDS
AND [ja4-tf
MILITARY GOODS IN EVERY VARIETY

JAMES BARBER'S
WHOLESALE AND RETAIL
CLOCK ESTABLISHMENT,
S. E. corner SECOND and CHESNUT Streets, Philad'a
AGENCY FOR THE PATENT
EQUALIZING THIRTY DAY CLOCKS,
A very desirable article for Churches, Hotels, Banks, Counting-Houses, Parlors, &c.
Also, MANUFACTURER OF FINE GOLD PENS
CLOCKS REPAIRED AND WARRANTED.
jal2-1y Clock Trimmings of every description.

WM. A. GRAY N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets.
THOSE IN WANT OF MONEY,
CALL.
All business confidential. my18-3m

FLAGS!
BUNTING FLAGS,
OF SUPERIOR QUALITY,
SILK FLAGS,
OF SUPERIOR QUALITY.
MUSLIN FLAGS,
OF SUPERIOR QUALITY.
Stuffs,
Halliards,
Pulleys, &c.
Wholesale and Retail, at
W. H. HORSTMANN & SONS,
my14-tf FIFTH and CHERRY Streets.

J. B. FOSTER,
AWNING MAKER,
No. 443 N. THIRD Street.
ABOVE WILLOW.
ESTABLISHED 1844.
AWNINGS,
WAGON COVERS,
FLAGS,
SAILS,
TENTS,
FANCY VERANDAHS FOR WINDOWS.
All kinds of work done promptly, and attended to personally, by
JOSEPH B. FOSTER,
No. 443 N. THIRD STREET
ap29-3m Above Willow

PRESIDENTIAL CAMPAIGN,
FLAGS,
BANNERS AND TRANSPARENCIES.
WM. F. SCHEIBLE,
No. 49 S. THIRD STREET
Above Chesnut, Philadelphia.
MANUFACTURER OF
FLAGS,
BANNERS,
TRANSPARENCIES,
AND LANTERNS.
Political Campaign Clubs fitted out with Lanterns, Badges, Banners, and Flags at reasonable rates. no 3m

FOR THE ARMY AND NAVY.

EVANS & HASSALL,
MILITARY FURNISHERS,
No. 418 ARCH STREET,
PHILADELPHIA
Banners, Regimental and Company Flags, Swords, Sashes, Belts, Passants, Epaulets, Hats, Caps, Canteens, Haversacks, Camp Kits, Field Glasses, Spurs, and everything pertaining to the complete outfit of Army and Navy Officers.
A liberal discount allowed to the trade. my10-3m

PAINTING! PAINTING!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.
FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS
Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. au16-tf

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER. fe4-tf

REMOVAL.—THOMAS M. PLOWMAN, Carpenter and Builder, has removed his shop from No. 2 Strawberry street to No. 232 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage. ja7

DR. W. R. MERWIN & CO.'S COLUMN FOR THE CHEROKEE MEDICINES
COMPOUNDED FROM ROOTS, BARKS, AND LEAVES.

CHEROKEE REMEDY, the great Indian Diuretic, cures all diseases of the urinary organs, such as Incontinence of the Urine, Inflammation of the Bladder, Inflammation of the Kidneys, Stone in the Bladder, Stricture, Gravel, Gleet, Gonorrhœa, and is especially recommended in those cases of Fluor Albus (or Whites in females) where all the old nauseous medicines have failed.

CHEROKEE INJECTION is intended as an ally or assistant to the CHEROKEE REMEDY, and should be used in conjunction with that medicine in all cases of Gonorrhœa, Gleet, Fluor Albus or Whites. Its effects are healing, soothing and demulcent, removing all scalding, heat, chordee, and pain instead of the burning and almost unendurable pain that is experienced with nearly all the cheap quack injections.

Price, CHEROKEE REMEDY, $2 per bottle, or three bottles for $5.

Price, CHEROKEE INJECTION, $2 per bottle, or three bottles for $5.

Sent by express to any address on receipt of price.

Sold by all druggists everywhere.

This medicine is a simple vegetable extract, and one on which all can rely, as it has been used in our practice for many years, and with thousands treated, it has not failed in a single instance. Its curative powers have been sufficient to gain victory over the most stubborn case.

To those who have trifled with their constitution until they think themselves beyond the reach of medical aid, we would say, DESPAIR NOT! the CHEROKEE CURE will restore you to health and vigor, and after all quack doctors have failed.

DR. WRIGHT'S
REJUVENATING
ELIXIR!
OR,
ESSENCE OF LIFE!
Prepared from Pure Vegetable Extracts, containing nothing injurious to the most delicate.
The Rejuvenating Elixir is the result of modern discoveries in the vegetable kingdom; being an entirely new and abstract method of cure, irrespective of all the old and worn-out systems.

A few doses restore the appetite.
Three bottles cure the worst case of Impotency.
A few doses cure the low spirited.
One bottle restores mental power.
A few doses bring the rose to the cheek.
This medicine restores to manly vigor and robust health the poor, debilitated, worn-down, and despairing devotees of sensual pleasure.

CHEROKEE PILLS!
SUGAR COATED
FEMALE REGULATOR,
HEALTH PRESERVER,
CERTAIN AND SAFE
For the removal of obstructions, and the insurance of regularity in the Recurrence of the Monthly Periods.
They cure or obviate those numerous diseases that spring from irregularity by removing the irregularity itself.

Composed of simple vegetable extracts, they contain nothing deleterious to any constitution, however delicate, their function being to substitute strength for weakness, which, when properly used, they never fail to do.

They may be safely used at any age, and at any period, EXCEPT DURING THE FIRST THREE MONTHS, during which the unfailing nature of their action would infallibly PREVENT pregnancy.

It is prepared in a highly concentrated form, the dose only being from one to two teaspoonfuls three times per day.

It is diuretic and alterative in its action, purifying and cleansing the blood, causing it to flow in all its original purity and vigor; thus removing from the system all pernicious causes which have induced disease.

By the use of the CHEROKEE REMEDY and CHEROKEE INJECTION—the two medicines at the same time—all improper discharges are removed, and the weakened organs are speedily restored to full vigor and strength.

For full particulars get our pamphlets from any drug store in the country, or write us, and we will mail free to any address a full treatise.

CHEROKEE CURE!
An unfailing cure for Spermatorrhœa, Seminal Weakness, Nocturnal Emissions, and all diseases caused by Self-pollution; such as Loss of Memory, Universal Lassitude, Pains in the Back, Dimness of Vision, Premature Old Age, Weak Nerves, Difficulty of Breathing, Trembling, Wakefulness, Eruptions on the Face, Pale Countenance, Insanity, Consumption, and all the direful complaints caused by departing from the path of nature.

For full particulars, get a Circular from any Drug Store in the country, or write the Proprietors, who will mail free to any one desiring the same, a full treatise in pamphlet form.

Price, $2 per bottle, or three bottles for $5, and forwarded by Express to all parts of the world.

Sold by all respectable druggists everywhere.

This medicine has been tested by the most eminent medical men of the day, and by them pronounced to be one of the greatest medical discoveries of the age.

One bottle will cure General Debility.

A few bottles cure Hysterics in females.

One bottle cures Palpitation of the Heart.

A few doses restore the organs of generation.

From one to three bottles restore the manliness and full vigor of youth.

The listless, enervated youth, the over-tasked man of business, the victim of nervous depression, the individual suffering from general debility, or from weakness of a single organ, will all find immediate and permanent relief by the use of this Elixir or Essence of Life.

Price, $2 per bottle, or three bottles for $5, and forwarded by express, on receipt of money, to any address.

Sold by all druggists everywhere.

They cure Suppressed, Excessive, and Painful Menstruation.

They cure Green Sickness (Chlorosis).

They cure Nervous and Spinal Affections, pains in the back and lower parts of the body, Heaviness, Fatigue on slight exertion, Palpitation of the Heart, Lowness of Spirits, Hysteria, Sick Headache, Giddiness, &c. &c. In a word, by removing the irregularity, they remove the cause and with it all the effects that spring from it.

All letters seeking information or advice will be promptly, freely and discreetly answered.

Full directions accompany each box.

Price $1 per box, or six boxes for $5.

Sent by mail, free of postage, on receipt of price.

Sold by all respectable Druggists.

The CHEROKEE MEDICINES are sold by all enterprising druggists in the civilized world. Some unprincipled dealers, however, try to sell worthless compounds in place of these—in so doing they can get a cheap price and make more money by selling them than they can on the CHEROKEE MEDICINES. As you value your health—aye, the health of your offspring—do not be deceived by such unprincipled druggists. Ask for the CHEROKEE MEDICINES, and take no other.

If the Druggists will not buy them for you, send to us, and we will send them to you by Express. Patients addressing us will state the disease and symptoms and full particulars in regard to their cases. We treat all diseases of a chronic nature of both sexes.

Ladies or gentlemen can address us in perfect confidence, and we will treat all cases frankly and freely answer their letters, and give our advice as regards each case.

Patients living at a distance need not hesitate because of their inability to visit us. We have treated successfully patients in all portions of the civilized globe.

Patients addressing us will please write Post Office, County, State, and name of writer, plain, and inclose postage stamp for reply.

We send to any address our 32-page pamphlet free.

Address all letters and orders to
DR. W. R. MERWIN & CO.,
No. 63 LIBERTY STREET,
NEW YORK.

Agents for Pennsylvania DYOTT & CO., No. 232 North SECOND Street, Philadelphia. my21-swam

HOW TO DESTROY
ROACHES, RATS, MICE,
Bed Bugs, Ants, &c., &c.,
USE
BURT'S VERMIN EXTERMINATOR.
IT IS INFALLIBLE! IT IS INFALLIBLE!
Is put up in Large Boxes for 25 cents.
Is all ready for use, without mixing with other articles. Does not Smell or Get Dry and Worthless by Keeping, Like some Other Preparations.
VERMIN ARE EXTRAVAGANTLY FOND OF IT.
RATS AND MICE DIE OUT OF THEIR HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use it.
Sold by all Druggists and Dealers throughout the United States.
CAUTION.—Be sure and ask for Burt's Exterminator, in large boxes, with the red label, and signed by the Proprietor, F. Burt, Jr. Take no other.
Depot, No. 128 S. TENTH Street, above Walnut. Manufactory, No. 120 JUVENAL Street, above Walnut, between Tenth and Eleventh, Philadelphia, Pa.
mr9-twslm

NET CASH DRUG HOUSE.
WRIGHT & SIDDALL
No. 119 Market Street
BETWEEN FRONT AND SECOND STREETS.
C. W. WRIGHT F. E. SIDDALL.
DRUGGISTS, PHYSICIANS,
AND
GENERAL STOREKEEPERS,
Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.
FINE ESSENTIAL OILS
For Confectioners, in full variety and of the best quality.
Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.
PURE SPICES FOR FAMILY USE.
Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.
Also, INDIGO, STARCH, MUSTARD, &c., of extra quality.
Orders by mail or city post will meet with prompt attention, or special quotations will be furnished when requested.
WRIGHT & SIDDALL,
Wholesale Drug Warehouse,
ja21-1y No. 119 MARKET Street, above Front.

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure, Flue, Tubular, and Cylinder Boilers of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.
Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.
The subscribers have ample wharf dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.
JACOB C. NEAFIE.
JOHN C. LEVY,
ja8-tf BEACH and PALMER Streets.

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our well known
MACHINERY FOR COTTON AND WOOLEN MILLS
including all recent improvements in Carding, Spinning and Weaving.
We invite the attention of manufacturers to our extensive works.
ja11-tf ALFRED JENKS & SON.

R. DIXON,
No. 21 S. EIGHTH Street,
DEALER IN FANCY AND TOILET GOODS,
UMBRELLAS AND PARASOLS,
Fans, Head Dresses,
French Jewelry, Leather Goods,
Work Boxes,
Beads, &c., &c. m 18-3m

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·46 A. M.
Express, 7·05 A. M.
Freight, 11·45 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS,
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·15 P. M.
ON SUNDAYS
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
je30-tf JOHN G. BRYANT, Agent.
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
3 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·40 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 3·15 A. M. (night), and 2·30 P. M., and the trains leaving New York at 6 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington passengers, and will not take in any but out passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11·15 A. M. and 5·45 P. M. Lines from Washington to New York, will continue as at present and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4, 6 and 6·45 P. M., and 12·30 and 1 [illegible], and from Walnut Street Wharf (via Camden) at 6 and 8 A. M., 12 M., 4 and 6 P. M., for New York.
And leave New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja5-tf WM. H. GATZMER, Agent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown (Cork Harbor).—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF BALTIMORE, Saturday, June 18th.
ETNA, Saturday, July 2d.
EDINBURG, Saturday, July 30th.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE
Payable in Gold, or its equivalent in Currency:—
First Cabin ....$80·00 Steerage ....$35·00
First Cabin to London 85·00 Steerage to London ..... 40·00
First Cabin to Paris .. 95·00 Steerage to Paris ...... 40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg .... 37·00
Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam-Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE street on Saturday, July 16, 1864.
The steamship SAXON, Matthews, will sail from Philadelphia for Boston, on Saturday, July 16, at 10 o'clock A. M.; and the steamship NORMAN, Baker, from Boston for Philadelphia on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
s16 No. 332 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864,
Passenger trains leave Philadelphia for
Baltimore at 4·25 (Express, Mondays excepted), 8·05 A. M., 12 M., 2·30 and 10·50 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·30 and 11 P. M.
Wilmington at 4·25 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·30, and 11 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M. (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 1·43, 6·45, 9 A. M., 12·21, 1, 1·45, 4·00, 4·35, 7·21 and 9·40 P. M.
Salisbury at 1·40 P. M.
Milford at 3·30 P. M.
Dover at 6·30 A. M. and 4·55 P. M.
New Castle at 6·30 A. M. and 6·55 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·49, 4·30, 5·00, 8·14, 9·46 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10·35 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3 and 11·35 P. M.
Leave Wilmington at 5·20, 9·25 A. M., 3·52 and 11·40 P. M.
Freight Trains with Passenger Car attached will run as follows:
Leave Wilmington for Perryville and intermediate places at 7·00 P. M.
SUNDAYS.—Only at 4·25 A. M., 10·50 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·25 A. M., 10·50 and 11 P. M.
From Wilmington to Philadelphia at 1·43 A. M. and 7·20 P. M.; only at 10·25 P. M. from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

1864. ARRANGEMENTS OF NEW YORK LINES 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF
Will leave as follows, viz:—
At 6 A. M., via Camden and Amboy, C. and A. Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City, Morning Express .... 3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket .... [illegible]
At 12 M., via Camden and Amboy, C. and A. Accommodation .... 2·25
At 2 P. M., via Camden and Amboy, C. and A. Express .... 2·25
At 4 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) .... 1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 4 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M. (night) via Kensington and New York, Washington and New York Mail .... $2·25
At 11·15 A. M., via Kensington and Jersey City Express .... 3·00
At 4·30 P. M., via Kensington and Jersey City Express .... 3·00
At 6·45 P. M., via Kensington and Jersey City, Washington and New York Express .... 3·00
Sundays, lines leave at 4 A. M. and 6·45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 5·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each train, run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.
June 20, 1864 WM. H. GATZMER, Agent.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtlandt street at 12 M. and 4 P. M., via Jersey City and Camden; at 7 and 10 A. M., 6 P. M. and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1 North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York, and all the stations on the Camden and Amboy and connecting Railroad.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 8, daily (Sundays excepted), at 4 o'clock P. M.
Returning the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3½ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment.
WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware Avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, Columbia, and with the Lebanon Valley train for Harrisburg, and at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c. At HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 5·00 P. M., arrives in Reading at 8·10 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·30 P. M., arriving in Philadelphia at 7 P. M.
Market trains, with a passenger car attached, leave Philadelphia at 12 M., for Reading and all way stations; leave Reading at 11·30 A. M., and Downingtown at 12·30 P. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·10 A. M. and 12·15 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning, Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·45 P. M. Sleeping Cars accompany these trains through between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 3·30 P. M., returning from Tamaqua at 7·35 A. M. and 2·15 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8·10 A. M. for Pinegrove and Harrisburg, and at 1·50 and 7·15 P. M. for Pinegrove and Tremont, returning from Harrisburg at 1·40 P. M., and from Pinegrove at 5·15 A. M. and 5 P. M.
TICKETS
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles, between all points, at $40·50 each, for families and firms.
SEASON TICKETS,
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and Willow STREETS.
FREIGHT TRAINS
Leave Philadelphia daily at 5 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

PENNSYLVANIA CENTRAL RAILROAD 1864.
THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets as follows:—
Mail Train .... 7·25 A. M.
Fast Line .... 11·25 A. M.
Through Express .... 10·30 P. M.
Parkesburg Train .... 1·00 P. M.
Harrisburg Accommodation, No. 2 .... [illegible]
Harrisburg Accommodation .... [illegible]
Lancaster Train .... 4·00 P. M.
Paoli Accommodation, No. 1 .... [illegible]
The Through Passengers by the Fast Line reach [illegible] [illegible] by the [illegible] [illegible] of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sunday.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all the diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri rivers, and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville Intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train leaving at 10·30 P. M., connects at Cresson, at 8·40 A. M., with a train on this road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·15 P. M. and 8 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Philipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·58 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train, at 7·25 A. M., and the Through Express, at 10·30 P. M., go directly through without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 7·25 A. M. and 2·30 P. M. connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 4·00 P. M. connect at Downingtown with a train on this road for Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips, between any two points, at about two cents per mile. These tickets are intended for the use of families travelling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months, for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation Train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The travelling public are assured that it is entirely responsible.
FREIGHT.
By this route freights of all descriptions can be forwarded to and from any point on the Railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any port on the navigable waters of the West by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & Co., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD
TIME TABLE.
On and after MONDAY, May 16, 1864, until further notice.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3½, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 5½, 6, 6½, 7, 8, 9, 10, 11, and 11½ P. M.
The 8·20 down, and the 3½ and 5¾ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M., 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill 7·10, 8, 9·40, 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M., 1½, 4½, 6¼ and 9½ P. M.
The 5¼ train up will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Manayunk, 6½, 7½, 8·20, 9½, 11½ A. M., 2, 5, and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, June 20, 1864, from WALNUT Street Wharf.
FOR CAPE MAY
At 9 and 10 A. M., and 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M. and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M. and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11 A. M., and 5·10 P. M.
Millville at 7·40, 9, and 11·07 and 6·50 P. M.
Salem at 6 A. M. and 11 P. M.
Bridgeton at 6·15 A. M., 1·20 P. M.
Glassboro at 7·10 and 8·55 A. M., 1·23, 3·00 and 7·30 P. M.
Woodbury at 7, 7·40 and 9·54 A. M., and 1·55, 3·25, 5·05 and 8·12 P. M.

THE WEST JERSEY EXPRESS COMPANY, Office No. 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. Heavy Articles taken by 9 A. M. line, and must be sent to the office the evening previous. Perishable articles by this line must be sent before 8 A. M. A special messenger accompanies each train.
my31 J. VAN RENSSELAER, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·30 A. M., 7·45 A. M., 10·45 A. M., 2 P. M., 4·45 P. M.
Cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 5 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and leaving West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja4-tf HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD 186[illegible]
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie. It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves .... 8·00 A. M.
Express Train leaves .... 10·30 P. M.
Cars run through without change both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business of the Company's Agents:
S. B. Kingston, Jr., corner Thirteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja4-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD OPEN TO OXFORD.—SPRING ARRANGEMENT.—On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. STATIONS	A. M.	P. M.	LEAVE WESTWARD. STATIONS	A. M.	P. M.
Oxford	5·50	2·25	Philadelphia	8·00	4·30
West Grove	6·27	3·02	West Chester	7·45	4·45
Avondale	6·46	3·21	W. C. Junction	9·05	[illegible]
Ferree	7·02	3·37	Concord	9·22	[illegible]
Chadd's Ford	7·12	4·21	Chadd's Ford	9·31	[illegible]
Concord	7·21	5·00	Ferree	10·01	[illegible]
W C Junction	7·38	5·20	Avondale	10·21	[illegible]
Philadelphia	9·27	6·26	West Grove	10·41	[illegible]
West Chester	8·59	6·10	Oxford	10·56	[illegible]

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers on through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Summer time of Trains, commencing FRIDAY, January 1, 1864.—
From Walnut Street Wharf at 9 A. M., and 4 P. M. Freight 12 M. Returning, leave Salem at 6 A. M., 8·30 A. M., 1·10 P. M. Freight daily, each way. Apply to
MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street,
S. DELAWARE Avenue.
ja-tf J. VAN RENSSELAER, Superintendent.